A GUIDE TO THE INDUSTRIAL ARCHAEOLOGY OF KENT

David Eve
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Each gazetteer record has a letter and number that relates to the location map on the centre pages and index. Each record also gives a site’s name or, if it does not possess one, the type followed by a location. This is often quite general, for reasons of space, but a National Grid Reference is given to aid accurate location. The symbol next to the National Grid Reference of each site gives an indication of the ease of viewing:

* Site can be viewed from a road, footpath or other public route that passes through or near the site. This does not imply there is permission to wander anywhere at will.
- Site is on private property and permission must be sought for access.
☒ Open to the public, often with visitors’ facilities. Be sure to ascertain opening hours before visiting.

Note: the inclusion of sites in the gazetteer should not imply automatic public access. Whenever in doubt it is always courteous to ask permission to enter a site.

In this guide only the modern County of Kent plus the Unitary Authority of Medway is covered and those London Boroughs often considered still parts of Kent excluded. It is hoped the introduction and the industry section prefaces will provide context on both the importance, rate of survival and level of study of each industrial sector. The gazetteer does not pretend to be comprehensive but aims to present examples of all main industries and to build upon, rather than reproduce, the gazetteer compiled by A J Haselfoot in the 1970s (see Further Reading list). In some cases well known sites have therefore been neglected in favour of the typical or neglected. Agricultural buildings (other than those where the industrial processing of products was carried out) and military sites (other than those types of structures also used in civilian industry) have been excluded. The time frame is from the mid sixteenth century, and especially the centuries of industrialisation, the eighteenth and nineteenth. The guide reflects, as will any such work, concentrations of research in certain areas and since the aim has been to provide locations of sites with visible remains it is also biased towards those industries that have a better rate of survival above ground.

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

This book is being published to mark the AIA’s 1999 Conference at the Medway campus of the University of Greenwich at Chatham. The AIA was established in 1973 to promote the study of industrial archaeology and encourage improved standards of recording, research, conservation and publication. It aims to support individuals and groups involved in the study and recording of past industrial activity and the preservation of industrial monuments, to represent the interests of industrial archaeology at national level, to hold conferences and seminars, and to publish the results of research. The Association is a voluntary one. It publishes the Industrial Archaeology Review which is sent twice yearly to all members; who also receive the quarterly Industrial Archaeology News. Further details may be obtained from the AIA Liaison Officer, AIA Office, c/o School of Archaeological Studies, University of Leicester, Leicester LE1 7RH.

cover illustrations: main picture: Chatham Dockyard from a late 18th century engraving; inset pictures represent particular industrial activities in Kent (clockwise from top right, Oast houses (site B33), Barge building (I89), Kingsferry Bridge (J12), Paper-making (F8), Milling (A8), Coal mining (E17), Cement kilns (D15) and Whitstable harbour (I39)

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A group of tile makers at an unidentified works in Kent, date unknown

courtesy of Kent County Council

1. INTRODUCTION

Kent's unique position between mainland Europe and London has combined with its geography and mineral resources to make it an important industrial center and yet it also possesses a large area of predominantly agricultural land which is still the county's principle public image. Transport and trade links with the continent and the capital, the presence of large military establishments in the county (especially on the coast) and the early emergence of a mass leisure industry in several coastal towns have all left their mark on the county and its industrial archaeology.

Kent can crudely be divided into two areas: the chalk uplands of the North Downs and the inland Weald, a mainly agricultural region. In fact the geology is more complex than that. The chalk of the Downs, mixed with pockets of clay, stretches from the Thames basin across the north of the county to Dover and the Isle of Thanet, the latter formerly separated from the mainland by the Wantsum channel, now an area of alluvium. From the River Medway's estuary eastwards areas of London clays, Thanet Beds and alluvium lie over the chalk forming marsh and low lying coastal lands. The southern foot of the North Downs is marked by a thin line of gault clay deposits before the Lower Greensands of the Greensand Ridge mark the northern boundary of the Weald. The Weald is actually divided as two areas, the Low Weald with its heavy clays, and the High Weald composed of the Hastings Beds which stretch into East Sussex. At the south eastern corner of the county bordering Sussex to the south of Folkestone are the Romney Marshes, an extensive area of reclaimed alluvium with the shingle spit of Dungeness at its tip.

The Medway, the county's main inland waterway, runs from Tonbridge, past Maidstone to cut through the Downs and join the outer part of the Thames estuary below Rochester. The River Darent rises in the chalk Downs near Sevenoaks to flow into the Thames at Dartford and the Stour runs from Ashford...
through Canterbury to the Channel coast near Sandwich. The north Kent marshes are punctuated by creeks fed by streams issuing from the chalk further inland and on them lie the towns of Sittingbourne and Faversham. Also issuing from the chalk is the River Dour which flows through Dover and the tributaries of the Medway, the Loose and Len, while numerous small streams criss-cross the Low Weald.

The natural resources of Kent have been exploited by several major industries and have influenced the pattern of building across the county while the rivers and streams have provided water and power for Kentish industry and shaped its distribution. The broad division of Kent into two areas, the Downs/coastal area and the Weald has produced an historical distinction between them. The Weald was historically an area of woodland and pasture farming with the River Medway the only major waterway linking it to the coast and poor road links between the small towns. The relative isolation of the Wealden towns was to persist into the post-medieval period with settlement and industry given a distinct character as a consequence. In contrast most major towns and routes to London and the continent were on or near the Downs and north coast where Canterbury, Maidstone, Rochester and Dartford became rich centers of trade and industry.

The major period of Kent’s industrialisation took place in the mid-nineteenth century with the dramatic expansion of such sectors as brick and cement making, engineering and brewing but prior to this the development of the naval dockyards and the growth of the paper, gunpowder and copperas (dyestuff) industries constituted strong currents of early industrialisation. During the sixteenth and seventeenth centuries significant concentrations of industrial activity could be found in the major ports of Rochester and Dover but also associated with the textile and iron industries. Pockets of linen and silk production, often based on the expertise of immigrant weavers, existed in several towns including Canterbury and Sandwich while the woolen industry was spread across the Wealden area. Spinning and weaving were carried out in domestic workshops. Rich merchants built prestigious wool halls in market centers like Cranbook and Biddenden but development of textile factories and the modern textile industry in the north of England in the 18th century resulted in the extinction of the Wealden trade. The iron industry of the Weald has its origins in Roman times but grew to be nationally significant in the late medieval period. Using the power of fast flowing streams for blast furnace bellows and forge hammers and the extensive coppice woodland for charcoal fuel the industry flourished into the eighteenth century producing wrought iron and castings in quantity. The development of coke-fueled furnaces in the early eighteenth century spelled the end for the Wealden industry but furnaces continued to operate in the early nineteenth century. Following the decline of the Wealden iron working in Kent became relatively insignificant until the nineteenth century when a series of agricultural ironfounders emerged in the market towns and some major engineering works were established on the Medway and Thames producing machinery for the paper and cement industries, steam rollers, aircraft, cables, marine engines and many other products. During the inter-war period automobile production flourished in Maidstone and Ashford.

Traditional jetties for small boats on the north Kent marshes, with the Kingsferry Bridge behind.

courtesy of Kent County Council
Kent's natural transport routes, rivers and the sea, were vital to the development of industry in the county. The channel ports, and especially Dover, had always been among Britain's major crossing points to the continent and from the sixteenth century harbour facilities were steadily enlarged and improved there and at Ramsgate and Folkestone for both commercial and military purposes, culminating in the construction of marine railway termini at all three in the nineteenth century. The development of eastern Kent as a leisure resort in the eighteenth and nineteenth centuries also affected port development and a series of cross channel steamer piers were built. After several attempts during the seventeenth century the Upper Medway Navigation Company finally made the river navigable from Maidstone to Tonbridge in the 1740s, providing wharves for Wealden products at Tonbridge, East Peckham and Maidstone. Below Allington the Lower Medway Navigation Company left the river tidal but made several cuts to improve its sinuous route. Improvements were also made on the Stour, connecting Canterbury to the sea via Sandwich, and at Dartford Creek (where the River Darent flows through the town to the Thames).

Although supposedly maintained by parish funds and labour during the sixteenth and seventeenth centuries Kent's roads were notoriously bad, especially those on the Wealden clay soils which became impassable in winter. Kent's first Turnpike Trust was established in 1709 to manage the Sevenoaks to Tunbridge Wells via Tonbridge (now the A225) road. This was soon followed by a Trust for part of the London to Dover road (the A2, or Walling Street) in 1711. However, it is typical of the often chaotic organisation of this form of highways management that the whole route was not adopted by Trusts until 1753. Although many Wealden roads saw improvement in the first half of the eighteenth century several important routes, such as from Maidstone to Ashford, had to wait a considerable time. The last Turnpike Trust to be established...
in Kent was that operating the Cranbrook to Hawkhurst road in 1841. Thirty years later the Trusts were being wound up as county and local authorities took over. The present century has seen some development of bypasses and motorways to alleviate traffic congestion on several of the old routes.

The railways came early to Kent in the form of the Canterbury and Whitstable Railway built in 1825. This linked Canterbury with the sea, chiefly for cheap transport of coal from a specially built harbour, but was not a great success as George Stephenson's locomotive 'Invicta' could not cope with the gradients and stationary winding engines had to be installed to help. In fact it was linking London to the Channel ports that proved to be the motive for real railway construction in Kent. The South Eastern Railway reached Tonbridge and Ashford in 1842 and went on to Folkestone and Dover in the following two years. The alternative route, the London, Chatham and Dover Railway, went via Greenwich to Strood, Chatham and on to Dover. The two main companies joined together as the South Eastern and Chatham Railway in 1898 but before this a host of other routes were constructed. The two lines were linked by a branch running from Strood to Paddock Wood via Maidstone; the London, Brighton and South Coast Railway sent a branch to Tunbridge Wells and Thanet and Sheppey were connected to the main lines. The network of rural branch lines was still being developed in the early years of the 20th century, notably by Colonel Holman F Stephens who, between 1892 and 1911, promoted light railways on Sheppey, in the Kent coal field, into the Weald to Hawkhurst and via Tenterden to Robertsbridge in Sussex. Few horse drawn tram services operated in Kent but a flurry of electric systems were opened in most large towns in the years either side of 1900. Some towns surprisingly never adopted them, such as Canterbury and Ashford, and most systems were relatively simple.

The influence of the military on Kent's industry cannot be over-emphasised. The county's position as the closest to Europe and guardian of London on the south side of the Thames has given it great strategic importance right through to the present day. While many of the resulting sites are purely military in nature they still had a great effect on the local economy, notably the explosives industry and supply sectors as diverse as brewing and brick making. The naval dockyards at Chatham and Sheerness, developed from the sixteenth century, possess several dock structures and buildings that are important examples in terms of construction, regardless of their military origin. Several ancillary buildings, such as saw mills and rope races, exist in the yards that also constitute excellent examples of their types, although they are perhaps often of a scale and complexity rarely found in the civil sector. Since the yards closed the facilities have, in part, been put to commercial use.

Kent's role in the development of the explosives industry is a nationally significant one. Readily available water power for gunpowder mills, waterways for transport and the proximity of so many military establishments meant the industry was established early and has been an important one in the county. The gunpowder industry was established in Faversham during the sixteenth century and a complex of mills developed into the Royal Gunpowder Works in the mid eighteenth century. Gunpowder mills were also found

An aerial view of St Mary's Island, the part of Chatham Naval Dockyard developed from reclaimed marsh in the 19th century courtesy of Kent County Council.
near Tonbridge and at Dartford the tradition of black powder manufacture, which started in 1732, continued right through to the 1980s at the Joyce Green site. Faversham also saw several developments in the modern explosives industry, the world's first guncotton factory being established there in 1846 and a large complex manufacturing nitro-glycerin based explosives later developed at nearby Uplees. Several sites closed after the First World War and the 1930s saw the Faversham industry largely closed down along with the gunpowder works at Tonbridge.

The influence of London can be seen in the development of the paper industry. The early paper industry had many customers among the wealthy, literate citizens of the capital while waste linen rags, an essential raw ingredient of that industry, were exported from the city in bulk. Starting with one of the very first mills in the country, at Dartford in 1580, the early industry flourished along Kent's rivers, utilising not only their power but the pure clear water issuing from springs in the chalk and often taking the sites of long established corn and fulling mills. By the eighteenth century major concentrations of mills could be found on the Darent below Dartford, the Dour near Dover, the Stour between Ashford and Canterbury and most notably the Len and Loose near Maidstone. Kentish mills played a key role in the technical and economic development of the industry through the eighteenth and nineteenth centuries. In the late nineteenth and 20th centuries the move away from water powered machinery and the adoption of imported wood pulp for paper making encouraged the establishment of new, large mills on the Thames and Medway, sites furnished with deep water wharves. Some of the key mills in this development still operate along with others that have survived at older inland sites.

From the middle of the nineteenth century the clays, chalk and alluvial deposits of the northern and western parts of the county were exploited to create two of the largest industrial sectors in Kent, bricks and cement. London again acted both as market place and source of raw materials for these industries, building materials going to the ever-expanding capital in huge fleets of sailing barges which often transported back rubbish as ballast that included cinder used in brick making. Several parts of the Kent shore around the Medway/Swale area are entirely composed of this dumped pottery and cinder, such as at Lower Halstow, near Rainham. The brick industry had long been spread across the clay areas of Kent: on the clays of the northern coast, on the gault at the foot of the Downs, in the Weald and on the Romney Marshes. These industries had been marked by relatively small scale works operated in a traditional, usually seasonal fashion but the reduction of brick taxes in the 1850s and the escalating demand of the building industry created a series of substantial modern works along the Medway and Swale, especially around the Sittingbourne area. With large wharves, banks of kilns and areas of washbacks (tanks for drying slurry) the Swale and Medway works dominated the landscape with often huge brick fields criss-crossed by tramway networks. In the county's other brick areas the small works continued to supply local needs, often into the present century.

The lime industry had been based on individual intermittent kilns at quayside locations since the sixteenth
century and an increasing number of ones used for agricultural purposes located near farms and lanes all over the Downs. In the early nineteenth century larger concentrations of kilns were being operated on the Thames and Medway, their product shipped out in barges, but the development of the cement industry overtook them. A series of small cement works manufacturing various forms of patent ‘Roman’ cement from ‘cement stones’ found around the shores of Sheppey and at Whitstable operated in Northfleet, Frindsbury and Faversham from the 1790s through the first half of the nineteenth century. With the development of Portland Cement from the 1840s the industry exploded and by the end of the century dozens of works were crammed into small areas of shoreline at Northfleet and Frindsbury with others stretching up the Medway valley above Rochester and at Gravesend, Faversham and on Sheppey. They often utilised and hugely expanded existing lime burning sites, extending the chalk pits far inland and linking them by tramways. By the end of the nineteenth century Kent became the dominant region in the British industry and cement a major employer in the county.

The booming Victorian brick and cement industries were key in creating the barge building industry that became an important part of north Kent’s industrial landscape. The spritsail barge had developed as a multi-purpose cargo vessel for the Thames and Medway estuaries but was found to be highly adaptable for the role of brick and cement carrier. The major brick and cement companies owned large fleets, often with their own building yards and a large number of independent yards sprang up to supply the fleets. Variations on the traditional barge included ones with square section hulls for brick loading and low sides for mud diggers in the estuaries. The yards themselves were usually without substantial structures such as dry docks and large brick buildings. Steam chests and saw pits would be constructed and slipways built but covering buildings could be quite temporary and few if any powered tools used. Many barges were adapted for use as lighters or fitted with engines but the industry declined dramatically after the Second World War and few yards now operate.

Ship yards constructing larger vessels, beyond the Naval Dockyards, were few although Pitcher’s at Northfleet constructed large sailing vessels into the nineteenth century and substantial brigs were built on the beach at Whitstable. Whitstable was also a center of the Kent fishing industry. The inshore fisheries of the Thames and Medway were decimated by the development of industry during the nineteenth century but small fleets continued to operate from Whitstable, the Thanet ports and along the coast to Dungeness. Here boats launched from, and were repaired on, the beach. Whitstable and the Swale were also home to important oyster fisheries dating back to the middle ages. In the nineteenth century pits were excavated at several points along the shore to raise young oysters and buildings constructed at Whitstable for their packaging.

Beyond the industrialised shores of the Thames and Medway Kent’s large agricultural areas produced a wide range of products that were often processed away from the farm. These processes became increasingly sophisticated and industrialised during the eighteenth and nineteenth centuries and this is nowhere more obvious than in brewing. Breweries and the malthouses and oasts (hop kilns) that supplied them grew to become one of the major industrial sectors in Kent. Brewing, traditionally carried out in small brewhouses attached to houses, became increasingly concentrated in large commercial breweries during the late seventeenth and eighteenth centuries. Most were in towns, especially those where the military or the new leisure industry gave a ready market, such as Chatham and Margate, and the traditional rural
market centers such as Maidstone and Canterbury though some substantial operations remained in small villages. As the nineteenth century progressed malthouses increasingly became a part of brewery complexes while others sprang up near them but some continued on farms and in villages. Small two storey mallings, some with kilns built inside the roof, were part of an earlier tradition while many of the urban sites and breweries built large multi-storey structures with mechanised handling machinery. Oast houses, characteristic of the Kent landscape, developed during the seventeenth century. The processing of hops and malt have much in common and some buildings seem to have shifted between the two uses. Although oasts more often remained in rural areas and on farms in the nineteenth century their designs became highly sophisticated and some extensive complexes were built.

Wind and water powered corn mills were once common in Kent, the former generally on the chalk uplands and the latter on the clays. Many of the sites were occupied by successive mills over several centuries and in the case of watermills could shift between different types of work. The move to steam powered milling did not produce dramatic structures in Kent, most steam mills being converted water mills and dockside examples not being large. Oil seed milling became an important industry during the nineteenth century with large mills at Dartford, Strood and Dover importing seed while at the same time a parallel economy of small rural mills existed. Several market centers possessed large tanneries, such as those at Maidstone, Canterbury and Sandwich, in many cases on sites used for tanning over several centuries. The later nineteenth century saw a growth in modern food processing with margarine and confectionery factories operating in Strood and Maidstone.

The complex and varied industrial history of Kent has left a wealth of archaeological remains which have perhaps not been fully appreciated. In recent decades industrial sites have been subject to unusually high pressure on land in urban areas and the north and west of the county and this has lead to the rapid redevelopment of ‘brown field’ sites. Even in more rural areas the conversion of industrial buildings is commonplace due to the spread of ‘dormitory’ villages. The volume and quality of industrial history and archaeology published varies greatly between industries and areas across the county with some subjects long recognised and studied but others still neglected. However, recent years have seen some encouraging developments in terms of more systematic survey and assessment leading to the much needed preservation of some monuments.
The remains of wind and water mills can still be found all over Kent although most still standing have now been converted to housing and while large numbers of mill sites have been identified few detailed studies have been made. Other buildings designed for more specific processing are harder to find. Tanneries, once common, are now rare as the sites are usually destroyed in order to decontaminate the land while buildings connected with fishing are often ephemeral or not readily recognised. Future research into such sites would be valuable.

A1 UNION MILL
Cranbrook
TO 7791 3590
The tallest smock mill in the country, Union Mill is set on a three-storey brick base. Built in 1814 the mill has been owned by Kent County Council since 1961 and still mills flour.

A2 WINDMILL
Willesborough
TR 0312 4214
A large smock mill that was built in 1869, the sails were latterly disconnected and the milling machinery run on electricity.

A3 WINDMILL
Mill House, West Kingsdown
TO 5813 6219
The mill was constructed at a different site in 1800 and moved to Mill House in 1880 where the Norton family ran it with an adjacent post mill that burnt down in 1909. The mill is now preserved by Kent County Council.

A4 STOCKS MILL
Wittersham
TQ 9130 2873
A timber post windmill, probably of 1781 date, it stands adjacent to a sixteenth century miller's house.

A5 DRAPERS MILL
Margate
TR 3622 7001
A smock windmill on an octagonal brick base dating from 1845. The machinery was powered by a gas engine from 1916 until 1933 and the mill was taken over by Kent County Council in 1968.

A6 WINDMILL
Stelling Minnis
TR 1460 4661
A smock mill on a low brick base built in 1866 by local millwright TR Holman. The mill was occupied by the millers until 1970 when it was taken over by Kent County Council.

A7 MEOPHAM WINDMILL
Meopham Village Green
TO 6390 6520
A smock mill on a brick base built in 1821 as a 'model' mill to demonstrate good practice by the millwright Killick brothers. Operated until 1959, when Kent County Council took it into their care.

A8 WINDMILL
Chillenden
TR 2689 5430
A timber post windmill built in 1868 set on an open trestle base and a tail pole to the ground for manual turning of the mill. Other mills have existed on this site for some 500 years. The mill stopped working in 1949 and is now in the care of Kent County Council.
A9 WINDMILL
Herne, near Herne Bay
TR 1849 6650
A smock mill built in 1789 and raised onto a two- storey brick base in 1858. The mill stopped working in 1980 and is now in the care of Kent County Council.

A10 CRABBLE CORN MILL
Dover
TR 2976 4318
A restored five storey timber framed water powered corn mill complete with machinery, on the River Dour built c. 1800.

A11 BUCKLAND MILL
Dover
TR 3090 4250
A timber framed water powered corn mill of c. 1815 with an 1876 brick built steam driven mill adjoining. The mill closed in 1957 and is now in light industrial use.

A12 WATERMILL
High Street, Edenbridge
TQ 4442 4606
A two storey watermill of eighteenth century date with an upper floor of around 1900. The mill was latterly operated by Honnor's, the seed merchants based in Maidstone, and is now a restaurant.
Though the site may have been used for milling since the medieval period, the present building is dominated by a five-storey brick flour mill of 1901, the earlier mill and miller’s house having burnt down in 1974.

**A13 EAST HILL MILL**
Ashford
TR 0153 4279

A large nineteenth century steam powered corn mill with loading lucam to Faversham Creek. The boilerhouse and chimney have been demolished and the mill building gutted to provide conveyor space for the animal feed mills in sheds on either side.

**A15 CRISBROOK MILL**
Loose, Maidstone
TQ 757 537

A three storey water powered corn mill dating from the second half of the nineteenth century, now a house.

**A16 WATER MILL**
Sandling, Maidstone
TQ 7713 6905

A small disused water mill that may have been the one Stephen Kelvey operated as an oil seed crushing mill in 1847.
A17 TUTSHAM MILL
Teston Lock, Teston
TQ 7089 5306
Rumoured to have been designed by John Rennie when he was consultant on the Upper Medway Navigation in 1808 the water powered corn mill was converted to oil seed crushing by 1839 and a steam engine added. The mill burnt down in 1889 but the ivy covered ruins can still be seen.

A18 WATER MILL
Four Elms, near Hever
TQ 4690 4855
A water powered corn mill of nineteenth century date that was briefly run as an oil seed crushing mill in the 1870s. It has now been converted into a house.

A19 HORN STREET MILL
Cheriton
TR 1881 3599
A water powered corn mill site of some age it ran as an oil seed crushing mill from 1829 and a paper mill in the 1870s before reverting to corn milling until closing in the 1920s. The mill has been demolished but a set of mill stones can be seen near the mill house and pond.

A20 CONYER QUAY MILL
Conyer
TQ 9627 6455
A mill was built here in 1787 for oil seed crushing, apparently by steam power. It was operated by a Mr. Best in the mid nineteenth century when a cement works took it over and converted it to clinker grinding. The remains of the mill survive in a private garden.

A21 WATER MILL
Chilham
TR 0650 3880
A water powered corn mill dating from the late nineteenth century with preserved machinery inside.

A22 SWANTON MILL
Lower Mersham, near Ashford
TR 0390 3880
A nineteenth century water powered corn mill preserved with its machinery and still working.

A23 WATER MILL
Hythe
TR 1670 3500
A corn mill dating from 1773 that operated until 1932 and containing nineteenth century machinery.

A24 CHEGWORTH MILL
Harrietsham
TQ 8501 5269
A water powered corn mill that originated in the late seventeenth century and was the last to work commercially in Kent. The wheel was made by William Weeks, ironfounder of Maidstone.
**A25 SOFT DRINKS FACTORY**  
277 High Street Rochester  
TQ 7480 6810  
A former mineral water and soft drinks plant dating from 1894 that later traded as Dover, Phillips and Pett, now an optical instrument makers'.

**A26 FORMER WAREHOUSE**  
19 Earl Street, Maidstone  
TQ 7597 5586  
A nineteenth century corn and hop warehouse was taken over by the local seed merchants, Honnors, in 1908. It operated until the 1980s, when converted to a book shop. Hoist machinery survives on the top floor.

**A27 STOUR TANNERY**  
Tannery Lane, Ashford  
TR 0134 4243  
Tanning may have begun at this site before 1645 when John Grennill operated on the River Stour. The modern works closed in 1956 but Whist House (an eighteenth century-fronted sixteenth century building) and the later weather-boarded tanning shed and associated buildings can still be seen.

**A28 ST MILDRED'S TANNERY**  
Stour Street, Canterbury  
TR 1445 5766  
A tannery site on the River Stour that has been occupied for several centuries, a substantial complex of Victorian buildings stand on the site.

**A29 ROPERY**  
Chatham Dockyard  
TQ 7580 6880  
Built in 1787-90 and still operating with some equipment of 19th century date the rope race is placed in a long covering shed.

**A30 LADY DANE WORKS**  
Graveney Road, Faversham  
TQ 0276 6106  
A former fruit canning plant opened by British Fruit Ltd. in 1932 with a mock timber-framed office building at the front. It closed around 1977 and is now a furniture store.

**A31 SHARP'S FACTORY**  
St. Peter's Street, Maidstone  
TQ 7567 5601  
Edward Sharp started his confectionery business on Week Street in 1876 with his wife making sweets by hand from family recipes. The new factory opened in 1911 by which time Sharp also manufactured jellies and custard powder. The factory has since been greatly expanded but is still operated by Trebor Sharp.
A29: The interior of Chatham Dockyard rope race

courtesy of Kent County Council

A32 SAW MILLS
Sheerness Dockyard
TQ 9107 7512
Building 105-7 at the former Royal Naval Dockyard incorporates a former saw mill with engine and boiler houses adjacent of 1856-8.

A33 ESTATE SAW MILLS
Scotney Castle
TQ 6810 3499
Established around 1840 and taken over by Baltic Mills Ltd. during World War Two to manufacture ammunition boxes the buildings, which were formerly linked by tramway to the timber seasoning yard, were damaged by bombs and largely rebuilt.

A34 SAW MILLS
Chatham Dockyard
TQ 7620 6930
An iron framed building constructed 1810-15 to designs by Marc Brunel that still contains some original fittings. It was formerly served by a tramway system.

A35 FISH SMOKERY
Brooks Way, Lydd
TQ 0425 2051
A tarred brick building with ventilation openings in the roof built around 1881. A fire laid on the floor would smoke herrings speared on rods hung above it.

A36 OYSTER FISHERY BUILDINGS
Whitstable Harbour, Whitstable
TR 1077 6715
Packing sheds, offices and workshops belonging to the Seasalter Oyster Co. are situated at the end of Whitstable Harbour pier. Built in 1865 the building was extended around 1900 and in 1965.

A37 OYSTER BEDS AND FISH TRAPS
Seasalter
TR 0810 6560
Visible at low tide but some distance off shore are the remains of nineteenth century and presently-operating oyster beds and alignments of posts remaining from fish traps, possibly of some age.

A38 OYSTER POND
Milton Creek, Sittingbourne
TQ 9267 6614
A large oyster cultivation pond lined in brick was built behind the counter wall at the head of Milton Creed in the late nineteenth century. Now disused the large triangular pond is overgrown with reeds but still visible, surrounded by flooded gravel pits.

A39 NET TANNING COPPER
Penny Cottage, Dungeness
TR 0917 1837
A small brick-built boiler has been preserved in situ beside the road to Dungeness Power Station. This was used for heating Kutch resin for the treatment of fishing nets and was built in 1910.

A37: Fish traps of unkown date on Seasalter beach surviving as alignments of timber posts
Little work has been undertaken to identify the location of early brewhouses in Kent’s houses and farms where many may well survive along with cider mills. Of the large commercial breweries only one remains in operation, Shepherd Neame at Faversham, and remains of others, in both urban and rural locations, are often fragmentary though some good sets of buildings and many fine individual examples can be found. Malthouses in urban locations have suffered a similar fate though some converted ones can be seen. In rural areas they may be more common than it seems as many may have been mis-interpreted as oast; an area of potential for study. Far more research has been carried out into oasthouses but a great many have been lost to demolition and insensitive conversion with no record being made.

**B1 BREWHOUSE**
Knole, Sevenoaks
TQ 5499 5424
A building of sixteenth century origin within the Knole House complex has been used as a brewhouse from at least the seventeenth century and now contains remains of a boiler possibly of eighteenth century date.

**B2 REEVE’S BREWERY**
Hawley Street, Margate
TR 3552 7100
A row of eighteenth century houses front the later brewhouse, the office of which is built in the ground-floor of one house.

**B3 CLOSE BREWERY**
High Street, Hadlow
TQ 6320 4975
A brewhouse operated at the site from at least 1710. A stables, manager’s house and two substantial maltings of 1859 and 1880 (now houses) survive.

**B4 BREWERY**
Bakers Cross, Cranbrook
TQ 7813 3582
A small brewery run by Newnham & Tooth from at least 1823. Part of the site was demolished in 1938 but some buildings and a maltings survive.

**B5 GUESTLING MILL**
Strand Street, Sandwich
TR 3323 5821
Originally built as a brewery in the early nineteenth century, it closed in 1923 and subsequently became a sweet factory and then an animal feed mill until being converted to housing.

**B6 ASH BREWERY**
Dover Road, Ash
TR 2925 5839
Founded in 1837 the brewery was operated by Gardener and Godden until shortly before it closed in 1954. A group of brewery buildings remain facing onto Dover Road.

**B7 STYLE PLACE BREWERY**
Style Place Farm, Hadlow
TQ 6460 4900
Established in 1832 by Henry Simmons the brewery operated until around 1905. Surviving brewery buildings at the farm include a malthouse and oasthouse.
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B8: A surviving part of the Canon Brewery buildings, Ramsgate

B8 CANNON BREWERY
High Street, Ramsgate
TR 3789 6515
Operating under Cramp and Sons since before 1859 the brewery closed in 1920. The surviving malthouse has been converted to housing while parts of the brewhouse are used by a garage.

B9 ST DUNSTAN’S BREWERY
St. Dunstan’s Street, Canterbury
TR 1433 5832
Founded in 1797 and run by Flint and Kingsford until 1923 when Alfred Leney took it over, and closed it shortly afterwards. The main brewery building stands on St. Dunstan’s Street with an entrance through to a yard with two ranges of buildings behind. From the Rope Road entrance a nineteenth century maltings can be seen.

B10 ABBEY BREWERY
Swan Street, West Malling
TQ 6825 5778
Established in the late 1870s or 1880s by Casimir Goldberg the brewery operated until 1939. The four storey brewery tower flanked by brewhouse buildings in a courtyard has recently been converted to housing.

B11 STOURMOUTH BREWERY
Preston Road, Stourmouth
TR 2558 6273
Brewing from at least 1845 and producing mineral water for part of its life the site was taken over by Flint and Sons of Canterbury at the beginning of this century but has since closed and been partly demolished. Several brewery buildings remain, partly used as housing.

B12 RUSSEL’S BREWERY
West Street, Gravesend
TQ 6454 7446
Operating from at least 1836 the brewery was latterly run by Truman, Hanbury and Buxton. Having since closed the most substantial remains are a pair of impressive maltings.

B13 FREMLIN’S BREWERY
Earl Street, Maidstone
TQ 7585 5584
Founded in 1790 and acquired by Ralph Fremlin
B16: The tun house, Rigden's Brewery, Faversham, 1996

in 1861 the site was taken over by Whitbread in 1972. Most of the brewery buildings were demolished and the site now used as a store but the ornate main gateway and office building survives.

**B14 TROY TOWN BREWERY**
Victoria Street, Rochester
TQ 7425 6842
Established in 1750 by Henry Shepherd by 1880 Woodhams had taken the brewery over and Style and Winch closed it in 1918. The brewery buildings still stand but are now warehousing.

**B15 WOODHAMS BREWERY**
Frindsbury
TQ 7360 6950
Established in 1890 Woodhams ran the brewery from 1906 until turning it into a mineral water factory. Most recently a seed merchants the buildings are now warehousing.

**B16 RIGDEN'S BREWERY**
Court Street, Faversham
TR 0174 6152
Although established by Edward Rigden in the mid-eighteenth century all the buildings, except his family's former house on the Court Street side, were built from the 1870s onward. Whitbread closed the site in 1990 and part of the complex, including the brew house are still disused but the impressive maltings have been converted to a supermarket.

**B17 SHEPHERD NEAME BREWERY**
Court Street, Faversham
TR 0154 6155
Founded in 1698 and acquired by Samuel Shepherd in 1741 the brewery is still in production today. Although many of the buildings are modern some nineteenth century ones remain including an ornate office building.

**B18 FORT BREWERY**
Fort Road, Margate
16 TR 3540 7117
Established before 1873 by Webb and Co. some brewery buildings are still standing behind the Fort Tap public house.

**B19 ATKINS MALTINGS**
Beresford Hill, Boughton Monchelsea
TQ 7692 5181
Owned by MA Atkins from 1874 to 1922 the large two storey maltings with storage block at one end is constructed of ragstone and set in a disused quarry.

**B20 MALTHOUSE COTTAGE**
The Street, Boxley
TQ 7738 5890
A maltings of late eighteenth or early nineteenth century date with unusual chalk block construction and a later maltings adjoining. At one point converted to use as an oast and with the later kiln adapted as a maltster's house the buildings, now private residences, contain kiln and steep in place.

**B21 MALTINGS**
Ruins Barn Road, Bexon
TQ 8910 5956
A former maltings, now a house, of seventeenth century date. Built of brick it has a single square kiln at one end with loading doors on the ground floor and an extension, perhaps for storage, at the other.

B21: The 17th century former maltings at Bexon, near Rodmersham
B22 MALT HOUSE  
Canterbury Road, Brabourne  
TR 0994 4190  
 Former maltings dating from the seventeenth century, built of brick with heavy buttresses on the road frontage and a single kiln in the center with large cart doors on the ground floor. A second kiln behind this has been removed. The maltings operated until at least the 1870s but are now part of a house.

B23 MALTINGS  
Mongeham Road, Great Mongeham  
TR 3506 5151  
A small-scale two-storey maltings in brick, much altered and now disused, of nineteenth century date and probably associated with the nearby Hills and Sons’ brewery.

B24 ST STEPHEN’S MALTINGS  
St. Stephen’s Road, Canterbury  
TR 1480 5870  
Built by Mackesons, the Hythe brewers, in 1898 the substantial four-storey brick building closed in the 1960s and is now used as a car sales showroom.

B25 MALTINGS  
Oaten Hill Place, Canterbury  
TR 1520 5740  
A nineteenth century two-storey brick maltings with a pair of kilns facing onto the road junction and the malting floor ranges behind them. Converted to other commercial uses but the coal chute doors can be seen at the base of the kilns.

B26 MALTINGS  
West Street, West Malling  
TQ 6779 5777  
A maltings, partly timber-framed, with kilns built inside the roof space. Shops have been inserted in the ground-floor in the later nineteenth century.

B27 THE OLD MALTHOUSE  
Cave Lane, Goodnestone  
TR 2591 5523  
A two storey brick maltings of early or mid nineteenth century date with kilns at each end that was used as an oast in the early twentieth century.

B25: The Maltings at Oaten Hill Place, Canterbury
B26: Former maltings at West Malling, Shops have been inserted into the ground floor but the tops of the internal kilns protrude above the roof.

**B28 THE OLD MALTHOUSE**  
Easole Street, Nonington  
TR 2628 5224  
A maltings constructed in 1704, extended in the late nineteenth century and in use until at least 1905 when it was operated by the Harver Brothers. The older part has an unusual thatched roof.

**B29 THE MALTHOUSE**  
Malthouse Hill, Hythe  
TR 1595 3476  
A two storey maltings in use in the late nineteenth century the upper storey is weatherboarded and the kiln has been removed from the High Street end. Presently used as an antiques market.

**B30 PRESTON MALTINGS**  
Park Road, Faversham  
TR 0181 6088  
Maltings built by Shepherd Neame in 1858 which

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**B32: An early building with kilns added at Dane John Works, Canterbury**  
featured two parallel ranges with an internal wall separating storage from growing floors and a cluster of oast-like kiln roundels at one end. Converted to housing in an interesting design.

**B31 DOWN FARM OAST**  
Lamberhurst  
TQ 6752 3556  
Three round kilns with a brick three storey stowage building built in 1876.

**B32 DANE JOHN WORKS**  
Gordon Road, Canterbury  
TR 1479 5718  
A building of mid-sixteenth century date (or earlier) is the last remnant of Dane John Manor. In the nineteenth century two square kilns were added to the side and hops and/or malt kilned.

**B33 WHITBREAD HOP FARM**  
Beltring  
TQ 6740 4749  
The largest concentration of oasts to be seen in the county are at Beltring where E A White built four five-kiln oasts neatly arranged in two rows in the late nineteenth century. A small building at the end of one oast served as a church for the hop pickers. Brewers Whitbread took over the site in 1920.
B33: The great complex of oasts run by brewers Whitbread, at Beltring courtesy of Kent County Council

B34 CHURCH FIELD OAST
East Farleigh
TQ 7323 5329
An eight-kiln oast built by Court Lodge Farm in the 1870s, it was later fitted with a generator house for powering lighting and drying fans. Now in residential use.

B35 OUTRIDGE FARM OAST
Brasted Chart
TQ 4636 5261
An unusual early nineteenth century oast built in ragstone with a ground floor open at one end for cattle shelters with stowage and the three kilns above.

B36 SWARLING OAST
Petham
TR 1301 5287
A large three storey brick stowage building of 1790 with six square kilns along one side. Diesel engine powered fans were installed in the early 20th century.

B37 FORSTAL FARM OAST
Lamberhurst
TQ 6845 3725
An oast of 1750 origin developed by the addition of early nineteenth century round kilns that were replaced by the surviving later nineteenth century square ones.

B38 LITTLE HALDEN FARM OAST
Tenterden
TQ 8534 3264
An oast with two square and one round kiln still working with traditional style open furnaces.

B39 FURNACE FARM OAST
Lamberhurst
TQ 6661 3561
An oast with square kilns still working but now adapted to use blown draft technology rather than traditional furnaces.

B40 COBTREE FARM OAST
Cobtree Museum, Sandling, Maidstone
TQ 7499 5839
An oast built of ragstone in the early nineteenth century, originally with two square and two round kilns. The former have been demolished but the latter are now operating as part of the museum.
The archaeology of the Wealden iron industry has been much studied but such is the quantity of sites in the region, dating from the Roman period onwards, that new ones are still to be identified. In the main ponds and the earthwork remains of leats and dams (for powering both furnace bellows and forge hammers) are the most prominent features to be seen though some sites display evidence of furnace banks and spoil heaps. Many sites exist which give a good idea of the scale and nature of the operations. Remains of the later engineering industries are less impressive. The major centers of engineering, such as Dartford and Rochester, have seen such dramatic redevelopment of their industrial areas that many large complexes have been almost entirely swept away although the South Eastern Railway Works at Ashford is largely intact. Although little research has been done on the subject few remains of small iron foundries in market towns seem to have survived either.

**C1 BIDDENDEN FORGE**
Hammer Wood, Biddenden
TQ 8220 3830
A forge operated at this site from at least 1570 and there may have been a blast furnace operating by the end of the sixteenth century. Both forge and furnace had probably ceased operating by 1668. A large pond bay survives with a possible extension at the south end and a depression marking the wheel pit at the eastern end.

**C2 FRITH FURNACE**
Hawkhurst
TQ 7360 3250
Probably the site of a blast furnace owned by Sir Richard Baker in 1574. The pond bay survives as the base of a farm track with a bank at the south end that may have been a loading ramp and the working area below it.

**C3 GLOUCESTER FURNACE**
Lamberhurst
TQ 6620 3600
A dry water course in a field south of Furnace Mill House leads to the site of Gloucester Furnace where a raised bank stands that may have been the blast furnace loading platform. The furnace was built by William Benge in 1695, was still operating in 1743 and was standing in 1787.

**C4 POSTERN FORGE**
Near Tonbridge
TQ 6060 4620
Probably one of David Willard’s iron works operating after 1553. The pond bay survives as part of the bed of Postern Lane. The location of the working area is uncertain but cannon balls have been found near Postern Forge House, the adjacent house, which is probably contemporary with the works.

**C5** The pond that formerly supplied the iron furnace at Horsmonden
C5 FURNACE
Horsmonden
TQ 6950 4120
A gun and at one time brass-casting furnace dating from at least 1574 to the late seventeenth century. The pond still holds water with a spillway at the southern end where a large quantity of iron was reported.

C6 SCARLET’S FURNACE
Cowden
TQ 4430 4010
A blast furnace was operating here by 1590 and in 1664 was manufacturing guns for the Dutch wars. A hammer pond can be seen and the furnace working area was situated at the north end of the pond bay. The nearby water-mill is of later date than the furnace but a mill was operating here in 1664.

C7 FURNACE
Cowden
TQ 4540 4000
A substantial pond with pond bay that now carries a road survives near Cowden that may be that operating by 1574 and may have been operating as late as 1748. At this time a cannon boring house and iron ore roasting kiln were on site.

C8 BEDEGURY FURNACE
Near Cranbrook
TQ 7390 3470
A blast furnace owned by Sir Alexander Culpepper in 1574 was operating at least as late as 1677 when guns were cast there. A long pond bay survives with ramps at the south-west end and center leading to the former working area.

C9 STRODE CAR FACTORY
Herne
TR 1800 6621
The stable block of Strode House, Herne, which was built around 1862 was converted to the Strode Engineering Works by major Charles Precot-Westcar in 1922 to manufacture cars. Although the venture only lasted a short time a purpose-built workshop was added and still stands adjacent to the stables.

C10 LOCOMOTIVE WORKSHOPS
South Eastern Railway Works, Ashford
TR 0180 4160
The heart of the SER Works, locomotive workshops, developed from 1847 in a series of phases. The earliest sheds are situated against the main line and in the center of the group of buildings. These were subsequently added to in the later nineteenth century and after 1909 to form a large group incorporating boiler-makers’ shops, machine shops, smithy, engine shop and tender shop. All the buildings are in commercial use.

C11 KLONDYKE CARRIAGE WORKS
South Eastern Railway Works, Ashford
TR 0154 4164
The result of expansion at the SER Works, Klondyke Carriage Works was constructed across the road from the main complex in 1898. Two main ranges of carriage sheds and a workshop range remain with rails entering them.

C12 CARRIAGE SHOP
South Eastern Railway Works, Ashford
TR 0153 4180
In the north-western corner of the main SER Works complex, a carriage works was built between 1858 and 1871. It was converted into a saw mill in c.1898 when an Italianate water tower was added and the building extended.

C13 WAGON SHOP
South Eastern Railway Works, Ashford
TR 0171 4155
The carriage and wagon works built in 1850 as part of the SER works have been partly demolished but the former wagon shop (a square single-storey block with later saw-tooth roof) and associated machine shop on its southern side survive in the center of the works.

C14 GATE LODGE
South Eastern Railway Works, Ashford
TR 0158 4168
A two-storey lodge with imposing Italianate clock tower adjacent stands at the entrance to the South Eastern Railway locomotive works complex. The lodge dates from c.1850 and is still in use. The clock tower is later, possibly c.1898.
C15 AVELING AND PORTER’S OFFICES
Strood
TQ 7394 6895
An imposing office building of 1904 (now used by Medway Council) is all that remains of the huge engineering works complex that stood beside Rochester bridge.

C16 TILLINGS-STEVENS FACTORY
St. Peter’s Street, Maidstone
TQ 7564 5610
Stevens and Barker, mechanical and electrical engineers, were in business on St. Peter’s Street by 1898 and in 1906 Stevens went into partnership with the Tilling Bus Company to produce petrol-electric vehicles which became popular during the First World War. The factory is now a series of business units.

C17 LEN ENGINEERING WORKS
Palace Avenue, Maidstone
TQ 7597 5555
Formerly the site of a tannery car dealers W Weeks built a garage on the site in 1917 that served as a factory for charabancs built on chassis provided by the Tilling-Stevens works in St. Peter’s Street during the 1920s. The buildings are still in use as garages.

C18 PRESTON WORKS
Preston Street, Faversham
TR 0145 6073
A 19th century iron works manufacturing agricultural machinery was run on this site by Henry Tett and some buildings survive which may date from that period.

C19 BOILER SHOP
Victoria Lane, Dartford
TQ 5399 7465
A large brick shed constructed in 1920 was formerly the boiler making shop of J&E Hall, part of an extension of the main site that originated as the Dartford Ironworks in 1801. By the 1920s refrigeration equipment, lorries and lifts were among Hall’s chief products.

C20 NO. 23 CALVERLEY ROAD
Tunbridge Wells
TQ 5856 3920
A small bicycle manufacturing and repair shop operated by Frank Morgan from this building in 1886. Originally a house a shop front was inserted on the ground floor (now a shoe shop) with a workshop at the rear.

C21 FOUNDRY
Goudhurst Road, Horsmonden
TQ 7046 4034
Established by William Lambert in 1893 this small foundry made a range of products including machinery for the hop industry. It was later operated by Till & Nicholson and Burgess & Oliver until closure 1933. It is now a plastics factory.

C22 KENT ALLOYS
Knight Road, Strood
TQ 7310 6854
Established as a satellite factory of Short Brothers’ Rochester aircraft factory c. 1938, it is thought that some of the buildings have outlines of Sterling Bomber components marked out on the floor.
Despite being the two largest industries in nineteenth century Kent very little remains of the brick and cement industries today. In north Kent both have been targeted for 'brown field' re-development, as especially noticeable in the great Northfleet and Frindsbury cement areas. The rapid rate of technological change in the cement industry meant that many works started life as large lime kilning operations but were completely transformed by the introduction of banks of cement bottle kilns, washbacks and clinker grinding mills only to be dramatically redeveloped for chamber kiln technology and heated drying flats in the later nineteenth century and again by rotary kilns at the turn of the century. The formation of the Associated Portland Cement Manufacturers (APCM), an amalgamation of the majority of Kentish works, in 1900 resulted in the closure of many less efficient works. Later nineteenth and early 20th century cement works, having to settle for more remote locations, have generally escaped later redevelopment better though all have been deliberately dismantled to some degree. As a result of survey remains of several lime kilns have been found in remote disused sites relating to the agricultural lime industry and further potential exists, such as on the Downs near Sevenoaks.

**D1 LIMEKILNS**
Stubyer’s Wood, Westwell
TQ 9860 4826
A bank of two nineteenth century lime kilns, with pots and draw arches of red brick and retaining walls of flint facing the bank into which they are set, with a complex of chalk pits behind.

**D2 LIMEKILN**
Fishponds Farm, Hastingleigh
TR 0836 4426
A ruinous kiln survives in the disused chalk pit with a single draw arch visible and traces of walls for the enclosing roof, late nineteenth century in date.

**D3 LIMEKILN**
Little Tickenhurst Farm, Eyethorne
TR 2869 5429
The ruinous remains of a single kiln of mid-nineteenth century date is situated mid-way into a deep quarry near Little Tickenhurst Farm.

**D4 TIDDYMAN'S STEPS LIMEKILNS**
Canterbury Road, Folkestone
TR 2250 3800
A bank of two kilns survives at the end of Canterbury Road with a large chalk pit excavated into the side of Wingate Hill behind it. The pit was dug from before 1872 with the kilns dating from later in the nineteenth century. Both kilns are partly ruinous and unsafe.

**D5 BALDWIN'S ROUGH LIMEKILNS**
Hollingbourne
TQ 8491 5582
A large complex of chalk pits on either side of Hollingbourne Hill that formerly had at least three lime kilns operating during the nineteenth century and may be the site of known eighteenth century lime burning. Today one brick built draw kiln can be seen, largely intact, on the western side of the road, with the remains of a second adjacent. The intact kiln probably dates from the late nineteenth century and is approached by a trackway, the
The cement loading quay at Northfleet cement works courtesy of Kent County Council.

War Memorial to workers at J B White’s Northfleet cement works with modern conveyors and wharf behind construction of which seems to have partly destroyed the other, earlier kiln.

**D6 LIMEKILN**
Highfield Farm, Near Stowting
TR 1133 4168
Three kilns were formerly situated by chalk pits on either side of the road at Highfield Farm along with a lime burners cottage. They may have been those operated by George Gammon in 1887. Today part of one kiln can survives. The top of the kiln bank has been incorporated into Highfield Farm’s farm yard and the draw arch survives built into a retaining wall below.

**D7 BLUE CIRCLE CEMENT WORKS**
Northfleet
TQ 6233 7452
Established in 1825 by James Frost to produce his Roman cement and taken over by J B White in 1833 this site became one of the major works on Thames side and is still a cement works operated by Blue Circle. The modern works includes a series of rotary kilns and associated grinding plant connected by rail to the now distant chalk pit. Some nineteenth century buildings remain within the complex including part of a kiln bank built into a retaining wall behind the cement store and a works war memorial from the First World War.

**D8 ASPDIN’S CEMENT WORKS**
Northfleet
TQ 6171 7500
The works established by William Aspdin to produce Portland Cement in 1846 may have been on the site of James Parker’s Roman cement works dating from 1792. Today the site has been largely cleared and part of it is within the modern Blue Circle works but a bottle kiln of mid nineteenth century date standing on the remains of a bank of cement kilns that formerly stood at a disused works, possibly that of Robins and Aspdin at Northfleet.

_Denford Museum_
kiln bank survives set between modern warehouses. The kiln is commonly claimed to be that built by Aspdin, and as such associated with early Portland Cement manufacture. Other remains of the kiln bank appear to continue under the adjacent buildings.

**D9 LEE’S CEMENT WORKS**
Holborough
TQ 7077 6323
The site of Lee’s Cement and Lime Works, established before 1846, has been cleared but a large brick shed with steel frame roof, built after 1908, survives. It seems to have been connected to the works tramway system and may have been an engineering workshop.

**D10 NINE ELMS CEMENT WORKS**
Cliffe
TQ 7086 7691
Charles Francis & Co. established the works in 1863 and it was closed shortly after acquisition by APCM in 1900. Although partly dismantled the general layout of the works is surprisingly intact. The base of a bank of nine bottle kilns survives along with the base of a grinding mill adjacent to them and a set of edge runner mill stones are not far away. To the rear of the kilns are overgrown washbacks and drying flats plus a boiler tube, presumably from the drying flats.

**D11 FALCON CEMENT WORKS**
Otterham
TQ 8320 6773
Established in the 1880s and closed during the First World War, the ruinous remains of some structures and the works wharf can be seen. Adjoining the cement works was the Overshore Brickworks.

**D12 WASHMILL**
Halling
TQ 7052 6395
A washmill, formerly part of the Halling Manor Lime and Cement Works, behind the former Workers’ Institute.
**D13 SHARPE'S GREEN CEMENT WORKS**
Horrid Hill, Rainham
TQ 8115 6885
Operated by Cary and Bechard from shortly before 1908, the cement works were built on an island with a tramway constructed on a causeway linking the works with a chalk pit onshore. After closure in 1913 the works were partly dismantled.

**D14 CEMENT WORKS**
Wouldham
TQ 7128 6286
William Peters established a lime works in the 1830s which developed into a large cement works which closed in 1927. A group of ancillary buildings survive, including a cement store and workshops.

**D15 QUARRY CEMENT WORKS**
Cliffe
TQ 7263 7640
I C Johnson set up the works in 1853 producing both lime and cement, and constructed a chamber kiln here shortly after he patented it in 1872. Though the works have been largely cleared since closure, a substantial chamber kiln base survives as does part of a bottle kiln in the northern part of the former quarry.

**D16 CEMENT WORKS**
Elmley, Sheppey
TQ 9282 6775
Established in the 1850s, the works was moved a short distance and rebuilt around a new dock by 1868. The remains of the dock, the base of a kiln bank and other structures can still be seen.
6. BRICK MAKING AND OTHER EXTRACTIVE INDUSTRIES

Practically all large brick works in north Kent have been cleared with only barge wharves and fragmentary remains surviving and three modern works still operating. The brick fields themselves have been reclaimed for agriculture but all around Sittingbourne roads raised a few feet above the surrounding fields often betray their former presence. Remains of traditional small scale brick works may still survive in remote abandoned locations, such as in the Weald and on the gault clays but no systematic field work has been done. In the Kent coal field collieries that survived until nationalisation have either suffered from systematic clearance or had their more specific structures, like washeries or pit head frames, removed after closure leaving only large, reusable buildings like workshops and winding engine houses. Chalk digging, both for lime, cement and agricultural uses, has left widespread evidence. Cement works' pits still scar the landscape of the Medway valley and on Thames side. Many smaller and some large pits have been used for landfill while others have been built in, such as a housing estate and the Bluewater shopping center at Greenhithe. Many more remain untouched and contain considerable potential for archaeological remains although the very process of quarrying often removes such evidence. Similarly the remains of sand, stone and fullers' earth extraction are widespread but little studied.

E1 BRICKWORKS
Forge Farm, Southborough
TQ 5938 4236
A ruinous Scotch kiln with standing chimney lies in a field adjacent to Forge Farm, near Southborough. Large quantities of waste brick can be seen in the stream-bed nearby.

E2 BRICKWORKS WASHBACKS
Iron Wharf, Faversham
TR 0236 6200
A small set of rectangular earthworks that are probably the remains of washbacks associated with Abbey Fields Brickworks, founded in the 1870s.

E3 BRICKWORKS BUILDING
Abbey Fields, Faversham
TR 0235 6170
A brickworks was established at Abbey Fields, east of Faversham, in the 1870s. Most remains of the works were removed by the 1920s but a small workshop building survives at what was the center of the complex adjacent to a waterworks.

E4 FIRE BRICK KILN
South Eastern Railway Works, Ashford
TR 0162 4165
Built between 1871 and 1898 as a kiln for making fire bricks for locomotives, it was later used as an acetylene store and is now a café. Vents can be seen in the walls and low chimneys on the roof.

E5 BRICKWORKS
Funton, near Rainham
TQ 8756 6776
A modern brickworks opened by Redlands in the 1950s and still operating.

E6 BRICKWORKS
Borough Green
TQ 6207 5787
A brickworks operating from at least the 1860s, part of which has been destroyed by later quarrying, but earthwork remains, spoil heaps and the bases of buildings survive in woodland.

E7 BRICK AND CEMENT WORKS
Burham
TQ 7185 6090
A brickworks established around 1850 with an adjacent cement works added soon after. By the 1880s a huge complex had developed which was expanded by APCM in 1912. The whole site has been largely cleared but an extensive area of washbacks survive in woodland.

E8 NACOLT BRICKWORKS
Oxtenturn Road, Wye
TR 0500 4450
A mid-nineteenth century brickworks with the manager's house and brickworks buildings still standing, now in use as a recycling center.

E4: A fire brick kiln at the South Eastern Railway's Ashford works, now converted to a café
**E9 BRICKWORKS**
Hammill
TR 2939 5574
A small brickworks still in operation with some late 19th or early 20th century buildings in use.

**E10 BRICKWORKS**
Pluckley
TQ 9185 4341
A small brickworks originating in the late 19th century recently closed but with brick making machinery, a Hoffman kiln and gas-fired drying sheds still standing.

**E11 CLAYPITS**
Bockham Lane, Hinxhill
TR 0600 4270
Earthwork remains of brickearth pits, possibly relating to a medieval brickworks owned by Battle Abbey.

**E12 POTTERY WORKS**
Rushenden, Queenborough
TQ 9098 7167
Founded by Alfred Johnson in 1908 and still operating. Early buildings on the site include the office block and a range of saw-tooth roofed workshops.

**E13 COLLIER Y**
Betteshanger
TR 3380 5295
The first shaft was sunk at Betteshanger by Pearson and Dorman Long in 1924 and the colliery operated until the 1980s when it became the last Kent pit to close. The buildings still standing represent the most complete remains of any Kent colliery, though pit-head frames, washery and several other buildings have been demolished. The group of buildings includes winding engine houses, workshops and pit-head baths.

**E14 COLLIER Y**
Cobham
TQ 6870 6955
The last Kent colliery to be established. Cobham operated for a brief period until the 1950s, extracting coal from unusually shallow workings. The colliery site itself was destroyed by the widened A2 road but earthwork remains of collapsed adits can be seen in woodland on the south side of the road.

**E15 GUILFORD COLLIER Y**
Near Coldred
TR 2810 4695
Colliery constructed in 1919-20 but never became fully operational and was abandoned in 1921.

**E16 STONEHALL COLLIER Y**
Near Lydden
TR 2710 4563
Three shafts were sunk from 1913 onwards but Stonehall was abandoned in 1920 after proving uneconomic and no coal was ever produced. Though a head frame survived in the 1970s the site has largely been cleared but a workshop building survives beside playing fields.

**E17 COLLIER Y**
Snowdown
TR 2465 5127
Coal was first raised at Snowdown in 1912 and the site operated until the 1980s. Several large buildings remain standing including winding engine houses and various workshops.
E18 SAND PIT
Mount Pleasant, Aylesford
TQ 7312 5911
The substantial sand pit near Aylesford village contains some surviving buildings of late-nineteenth century date, probably used as workshops or stables.

E19 CHALKWELLS
Dadman’s Shaw, Lynsted
TQ 9430 6003
A pair of chalk wells are situated in a belt of trees and may have supplied chalk to a lime kiln formerly situated nearby in the 1860s. The wells have been excavated by the Kent Underground Research Unit.

E20 CHALK PITS
Cliffe
TQ 7271 7561
A pair of huge chalk pits formerly connected by a tramway system through a tunnel running under the road that has been left on a high chalk bank. The pits were excavated for the nearby Alpha Cement Works from the early years of the present century.

E21 FULLER’S EARTH PITS
Vinter’s Park, near Maidstone
TQ 7775 5690
The earthwork remains of substantial pits excavated in the seventeenth and eighteenth centuries surviving in woodland.

E22 HOLBOROUGH PIT
Holborough
TQ 6939 6350
A pair of large, linked chalk pits excavated for a cement works on the Medway from the 1860s until the 1950s. A chalk and brick-built quarry manager’s house and tramway buildings survive in a ruinous state in the pit.

E23 STONE MASON’S YARD AND QUARRY
Boughton Monchelsea
TQ 7721 5169
A former nineteenth century ragstone quarry worker’s house with former mason’s yard attached is located near other workers’ houses and a chapel in a substantial quarry that has medieval origins. The pit has been built in over a period of several hundred years.

E17: A group of surviving buildings at Snowdown colliery
courtesy of Kent County Council
Many early paper mill sites, being located in often inaccessible rural river valleys, have avoided redevelopment and survive with converted or even largely intact buildings. Some documentary research has been done which relates to many of these sites and in some cases standing buildings are protected. The larger mills in urban areas or of more recent date on the Thames and Medway have fared less well. At Tovil, near Maidstone, several major mills have been demolished and more modern sites at Dartford and Greenhithe have suffered the same fate. Several important sites remain in use, however, some of which are of considerable age. Future research needs to target the current resource of standing buildings as a priority and consider the below ground archaeology at many early sites.

**F1 GREAT IVY MILL**
Loose, near Maidstone
TQ 7565 5313
The site of a paper mill from at least 1685 it was run by the Paine family through the eighteenth century. After a period of closure the Green family reopened the mill to manufacture mill board from wood pulp in 1890 but the mill closed shortly after World War One. The mill house, mill pond, wheel pit and adjacent mill building can still be seen.

**F2 LITTLE IVY MILL**
Loose, near Maidstone
TQ 7553 5255
Operating from at least 1653 the mill stopped making paper by 1856 and was largely rebuilt as a corn mill ten years later. In 1912 it closed and was converted to a house.

**F3 UPPER MILL**
Loose, near Maidstone
TQ 7612 5193
Dating from before 1706, when it operated as a flour mill, paper was produced at the mill from at least 1740. The mill was rebuilt by James Whatman in 1775 but became a corn mill again in the mid-nineteenth century, finally closing in 1908. The mill house and part of the head race can be seen.

**F4 GURNEY'S MILL**
Loose, near Maidstone
TQ 7597 5208
A fulling mill from at least 1647 paper was being
made on the site by 1689. When the Gurney family took over the mill in the mid nineteenth century a large complex had grown up. Paper production ceased in favour of a patent millboard roofing material in the early years of this century but the venture failed and the mill closed by 1914. Today the mill house still stands on the site.

**F5 LEG O'MUTTON POND**
Loose, near Maidstone
TQ 7619 5198  *
A large mill pond, formerly the site of a paper mill operating from 1770 until around 1804.

**F6 HAYLE MILL**
Tovil, Maidstone
TQ 7555 5388  *
An early nineteenth century mill that survived to become the last handmade paper mill active in the county, but is now closed. A substantial drying loft dominates the site with a waterwheel of 1838 in the basement and beater machines in place. Fronting this are rag sorting and vat houses with mill owners' house and other buildings adjacent.

**F7 PAPER MILL SITE**
Basted
TQ 6073 5594  *
A large mill pond marks the location of a substantial paper mill operated by William Quelch in the late seventeenth century. The mill was replaced by a modern factory in the 1960s, itself now demolished.

**F8 KEMSLEY MILL**
Sittingbourne
TQ 9171 6632  *
Established in 1925 by Edward Lloyd following the success of his mill in Sittingbourne. Built to manufacture newsprint on three machines, later expanded to six. The mill now operates as two separate units housed partly in the original building. A contemporary workers' village is nearby.

**F9 SITTINGBOURNE PAPER MILL**
Sittingbourne
TQ 9025 6410  *
Established by Edward Lloyd in 1878, the mill expanded to hold eight machines by the end of the nineteenth century. Though developed further in the present century, the mill, which still operates, includes several original buildings.

**F10 OTHAM PAPER MILL**
Downwood, near Maidstone
TQ 7863 5453  *
The remains of an early nineteenth century paper mill operated by the Hollingsworth brothers survive in the garden of the mill house including the water wheel pit and stone troughs.

**F11 PAPER MILL**
Snodland
TQ 7075 6172  *
An earlier hand made paper mill, converted to machine by 1838, on this site was of at least eighteenth century origins and was bought by Charles Townsend-Hook in 1852. A fire in 1906 resulted in the mill being rebuilt. It is still operating.

**F12 PAPER MILL**
Dartford
TQ 5380 7508  *
Built as the Ettrick Forest Mill in 1863 and later The Daily Telegraph Mill the offices constructed in 1910 survive near the modern mill buildings.
**F13 PAPER MILL**
Horton Kirby
TQ 5631 6949
A paper mill owned by John Hall of Dartford in 1836 still operating with some nineteenth century parts in the large complex.

**F14 CRABBLE PAPER MILL**
Crabble Hill, Dover
TR 2998 4305
Built by Williams Phipps in 1788 an early paper making machine was installed in 1807 and brown wrapping paper produced. The mill closed in 1895 and was bought by Wiggins-Teape who rebuilt it as a rag store. It burned down in 1906 and was rebuilt only to be partly destroyed in 1944.

**F15 TURKEY MILL**
Ashford Road, Maidstone
TQ 7798 5549
The site of an earlier fulling mill a paper mill was operating under George Gill by at least 1680. During the eighteenth century James Whatman developed Turkey mill into one of the best white paper mills in England. The Hollingworth family operated the mill during the nineteenth century. Since closure the site has been developed as business units but a drying loft, rag rooms and several other buildings remain.

**F16 SPRINGFIELD MILL**
Sandling Road, Maidstone
TQ 7555 5666
Founded by William Balston shortly after he left Turkey Mill in 1805 Springfield was a large mill with steam powered machinery producing fine quality white paper. Several historic buildings are still in use at the mill and the beam from the old mill engine is preserved as a monument.

**F17 REED’S MILL**
Aylesford
TQ 7110 5914
Papermakers Reeds who had produced newsprint for The Times in Tovil moved down the Medway and established a large modern mill at Aylesford in 1920. The mill still operates and although greatly expanded still has original buildings at its core.

**F18 FORD MILL**
Little Chart
TQ 0431 4600
A paper mill of at least 18th century origins that is still operating and includes several nineteenth century buildings in the complex and a late medieval house, possibly connected with an earlier mill, adjacent.

**F19 BUCKLAND MILL**
Dover
TR 3056 4275
A paper mill has been operating at Buckland since at least 1638. George Dickenson was running the mill in 1826 and in 1895 Wiggins Teape took the site over and constructed the present imposing building which is still working.

**F20 PAPER MILL**
Chartham
TR 0970 5540
A paper mill on the River Stour that dates from 1738 and is still operating. Some buildings are modern but many 19th century parts are still in use.
Due to their usually remote locations gunpowder mills and explosives factories have in general survived very well. Many processing buildings were often constructed in a deliberately fragile fashion with blast walls and tree screens designed to protect the surrounding area. When sites were abandoned many such structures were dismantled (although Faversham's Abbey Works gives an idea of how they would have appeared) and the remains now visible often consist of footings for plant, earthwork walls and the often elaborate networks of canals. These were built both to act as mill races and to allow small craft to move around the site. The modern chemical explosives industry saw several new sites built away from water, using electric power and tramways but with similar use of earthworks. On their marshland sites, selected both for seclusion and good quayside facilities, the disused sites can present an impressive sight.

**G1 DARTFORD POWDER MILLS**
Darenth Road, Dartford
TQ 5478 7282
Established in 1732 the site was also that used by John Spilman for one of the country's first paper mills in the late sixteenth century. The gunpowder mills operated until shortly after the First World War and were disused until the 1980s when a large part of the site was cleared. Remains of three water-powered incorporating mills can be seen preserved on an island in the River Darent which runs through the site.

**G2 LEIGH POWDER MILLS**
Leigh, near Tonbridge
TQ 5710 4655
Established in 1811 by two local families in association with Sir Humphrey Davy, the mills manufactured black powder and later smokeless sporting powders until the 1930s. Remains of a series of water-powered mills are set on two mill races taken from the River Medway.

**G3 OARE POWER MILLS**
Oare, near Faversham
TR 0040 6252
Operating by 1719 and developed in a series of phases until shortly before closure in 1934, the site has remains from several periods including incorporating mills of early 20th century date, a network of canals for transporting materials, the foreman's house and corning and glazing houses.

**G4 CHART GUNPOWDER MILLS**
Dark Hill, Faversham
TR 0096 6124
A part of Faversham's Home Works gunpowder manufacturing complex that may have originated in the sixteenth century. Chart Mills became part of the Royal Gunpowder Mills in 1759 and was substantially rebuilt in 1815, from which period date the two pairs of mills, which have been partly restored and are now open to the public. The rest of Chart Mills has been largely destroyed since it closed in 1934.

**G5 MARSH WORKS**
Oare, near Faversham
TR 1132 6263
Established in 1786 as part of the Royal Gunpowder Mills at Faversham and acquired by John Hall in 1825, who installed the world's first gun cotton factory in 1846. Since closure in 1934 much of the site has been destroyed by gravel extraction. One surviving group of remains includes the saltpetre store and cylinder house near the works' wharf (at TR 0111 6314) and a second (at TR 0132 6263) includes stores workshops and workers' housing. Both sites are now in industrial use.

**G6 ABBEY WORKS**
Faversham
TR 0266 6215
Established in 1924 to manufacture a nitrous glycerine-based high explosive, from 1931 the works produced 'Cardox', a blasting system utilising compressed carbon dioxide. Most of the buildings remain and some are still in use for Cardox production. A tramway formerly served the buildings, remains of which also survive.

**G7 UPLEES EXPLOSIVES FACTORY**
Uplees, near Faversham
TQ 9990 6500
Originally a gun cotton factory opened in 1873 by the Cotton Powder Company, the site expanded to produce cordite, gelignite and dynamite. The Explosives Loading Company set up an adjacent factory in 1912, compressing TNT for artillery
shells. Eley Brothers also had a small factory at the Harty Ferry side of the complex. Major explosions damaged the site in 1915 and 1918, following which the site closed. Although most buildings were dismantled when the works closed and a part has been destroyed by quarrying an impressive range of blast walls and other earthworks can be seen stretching over a large area.

**G8 EXPLOSIVES FACTORY**

Joyce Green, Dartford

TQ 5415 7615

Perchlorate Safety Explosives Ltd. established a works to make gunpowder in 1915. The works was last operated by Astra Fireworks who closed it in 1989. A large number of disused buildings can be seen with earthwork-blast walls.

**G9 BROOKS MILL**

Old Forge Farm, Capel

TQ 5944 4285

A Tudor iron foundry site which was used as a gunpowder mill in 1799 and latterly for corn milling. The pond bay survives with foundations of the corn mills (at TQ 5931 4292). The powder mill may have lain some 150m south-east of this point.

**G10 EXPLOSIVES FACTORY**

Cliffe

TQ 7300 7850

Established by Hay Merricks & Co. as a gunpowder works in 1892 but subsequently developed as a chemical explosives factory from 1898. The site closed in 1921 and the buildings were dismantled but a large number of earthworks survive over a large area.
No systematic study has been made of Kent’s public utilities or their remains, the survival of which varies widely from industry to industry. Municipal and private water and sewage works are widespread and many still in use but rationalisation is increasingly leading to their demolition. While occasional pumping stations have been preserved with historic plant in place or are recognised for architectural reasons many have not been studied or protected. The same is true of electric power stations, a group of typical municipal examples of which survives. Town gas works have almost universally been shorn of their processing buildings but some interesting structures remain including gas holders.

H1 WATERWORKS
The Street, Boxley
TQ 7740 5940
A large water pumping station with flanking pavilions and a reservoir behind constructed in 1939 and still operating.

H2 TOWN RESERVOIR
Tanners Hill, Hythe
TR 1641 3503
Constructed in 1868 by the Folkestone Waterworks Co. the barrel vaulted building (now with a replacement roof) was reputedly converted from an old tan pit. A small metering building stands across the road.

H3 PUMPING STATION
Copton, near Faversham
TR 0140 5960
A windmill built to pump water in 1863 with a reservoir adjacent.

H4 BROOK PUMPING STATION
Chatham
TQ 7598 6783
Built in 1929 to lift water into Chatham’s main sewer it operated until 1979 and is now a museum containing several engines and machines in addition to the original plant.

H5 PUMPING STATION
Golf Road, Deal
TR 3726 5404
Built by Deal Corporation to pump storm water in 1910 the pump house has been demolished but the attendant’s house remains with a 1920s reservoir, an observation post of World War Two on its top.

H6 PUMPING STATION
Upper Halling
TQ 6976 6431
A late nineteenth century pumping station by the Mid Kent Water Co. with adjacent attendant’s house. The steam engines have been removed but the works are still in use.
H7 SEWAGE WORKS
Motney Hill, near Gillingham
TQ 8291 6849
Built in 1929 the works acted as the chief treatment works for the Chatham and Gillingham sewage system. It still operates and has some original plant and buildings in place.

H8 PUMPING STATION
Trinity Road, Sheerness
TR 9280 7472
Built by the Sheerness Board of Health in 1862 following the collapse of an earlier water tower. The combined pumping engine house and water tower are now disused but awaiting conversion.

H9 PUMPING STATIONS AND RESERVOIR
East Farleigh
TQ 7433 5355
A pair of pumping stations built by the Maidstone Water Co. to take water from the Medway. The first, an Egyptian Revival style building, was built in 1860 to designs by James Pilbrow, the second, a larger but more plain building, in 1878. A covered reservoir from this period also survives a short distance upstream.

H10 POWER STATION
Commercial Road, Tunbridge Wells
TQ 5885 4030
Built in 1895 by the local authority, the power hall and boiler-house are now used as warehousing.

H11 SEVENOAKS POWER STATION
Main Road, Sundridge
TQ 4895 5558
Built in 1914 for public supply and to replace a generating station in a former brewery in Sevenoaks town, the new station at Sundridge was formerly situated on a railway line. It is now an electricity company depot.

H12 POWER STATION
Canal Road, Gravesend
TQ 6575 7412
Built in 1902-3 by Gravesend Corporation to supply power for domestic and industrial purposes as well as the town tram system, the power station became a CEGB research center in the 1970s. The boiler-house has been demolished but the generating hall remains.

H13 POWER STATION
The Slade, Tonbridge
TQ 5885 4670
Opened in 1902, the station is designed in an Arts and Crafts style reminiscent of Voysey. It closed in 1952 and formerly housed an electrical engineering museum.
H14 GAS WORKS
Foord Road, Folkestone
TR 2262 3646
A works built in 1866 to replace an earlier one, it was expanded in 1875 and the larger of the two remaining gas holders added.

H15 GAS WORKS
St. Peter's Street, Maidstone
TQ 7555 5572
Established by William Gosling in 1821 new gas holders were added by the Maidstone Gas Light and Coke Co. in 1835 and 1844. In 1858 the works moved across the road to where it is now and three gas holders were built in 1872, 1901 and before 1914. Only the latter one now survives alongside the office building.

H16 GAS WORKS
Canal Basin, Gravesend
TQ 6589 7407
The Gravesend and Milton Gas Light Company moved from their original Bath Street site in 1842 and set up a new works at the Thames and Medway Canal Basin. The site had a new gas holder added in 1895 and two more in 1900.

H17 GAS WORKS
Victoria Lane, Dartford
TQ 5415 7475
Dartford's gas company was set up in 1826 and by 1837 the works was already expanding with the addition of a new gas holder. The works today contains three gas holders, at least two of which date from the early years of this century.

H18 GAS WORKS
Gas House Point, Rochester
TQ 7450 6800
A gas works was established on this site in 1820. Gas holders and an office/workshop building of the early twentieth century survive today.
The shipbuilding industry has left few remains beyond the Naval Dockyards, including the many barge building yards and large ship yards on the Thames. More common are the hulks of barges themselves, still to be found in the creeks of the Medway and Swale, and while these vessels have been the subject of some study their construction sites have been largely neglected. Excepting the Thames and Medway Canal the county's inland navigation system is essentially intact with many structures and engineering works to be seen. Impressive engineering structures can also be found at the Channel ports while smaller dock and wharf facilities often survive in rural locations. Though many of Kent's main pleasure piers have been removed, often during Worked War Two, several commercial piers remain.

**I1 RIVER LOCK**  
Stoneham, East Peckham  
TQ 6816 4889  
Disused lock on the Upper Medway Navigation. One of the original locks, rebuilt in the early 20th century but subsequently abandoned.

**I2 CANAL BASIN AND LOCK**  
Gravesend  
TQ 6560 7430  
The Gravesend basin of the Thames and Medway Canal, opened in 1824. The basin is still in use with several industrial buildings, some of nineteenth century origins, around it.

**I3 RIVER LOCK**  
Stistantead, near Hadlow  
TQ 6536 4719  
Lock on the Upper Medway Navigation, originally built in the 1740s but completely rebuilt in 1912-13 and still in use.

**I4 RIVER LOCK AND LOCKKEEPER'S HOUSE**  
Allington  
The lowest lock on the Upper Medway Navigation built in 1791 and extended in 1883 when the house was built. The lock chamber was enlarged in 1912 and the gates replaced plus large sluice gates fitted across the rest of the river in 1937.
The River Thames at Gravesend, still a working River
courtesy of Kent County Council

15 RIVER LOCK
East Peckham
TQ 6702 4800
A lock on the Upper Medway Navigation rebuilt in 1912-13 with a large triple sluice gate and tilting weir nearby.

16 CANAL, LOCKS AND WAREHOUSE
Hampstead, near Yalding
TQ 6899 4988
A length of canal cut around a bend in the Medway c.1740 by the Upper Medway Navigation Co. with locks (replaced in 1912-13) at either end and a warehouse of late eighteenth or early nineteenth century date at the side.

17 RIVER LOCK
Dartford
TQ 5402 7494
Lock on Dartford Creek, the canalised section of the River Darent. The nineteenth century stone lock walls are intact but the gates are no longer in use.

18 CANAL LOCK
Frindsbury
TQ 7427 6944
The entrance to the Thames and Medway Canal basin, opened in 1824 but now filled in and redeveloped, features disused iron lock gates still in place.

19 CANAL TUNNEL
Frindsbury
TQ 7405 6970
The Frindsbury entrance to a 2 mile (3.2km) tunnel on the Thames and Medway Canal, built between 1800 and 1824. In 1840 a railway line was built in the tunnel above the water and in 1849 the tunnel was drained and permanent track laid.

110 CANAL
Cliffe
TQ 7189 7671
The dry bed of a canal linking chalk pits and later the Quarry Cement Works with Cliffe Creek, opened before 1843 and replaced by the adjacent tramway later in the 19th century.
I11 PENShurst CANAL
near Leigh
TQ 5551 4564
Three canal cuts were made on the River Medway in 1828-30 to make the river navigable from Tonbridge to Penshurst but only one was ever completed and all are now visible as dry beds. The canal cutting also continues on the other side of the A21 road (at TQ 5655 4686).

I12 ROYAL TERRACE PIER
Gravesend
TQ 651 745
Built in 1842-44 with a turret entrance pavilion to designs by John Baldry Redman, it is constructed on three rows of cast-iron columns.

I13 PIER
Margate Harbour
TR 3520 7120
Built to John Rennie's design in 1810-15, the stone pier protects Margate harbour. The original lighthouse at the end was replaced in 1954.

I14 SUN PIER
Chatham
TQ 7550 6805
Site of a pier existing in 1765, the Sun Pier, a commercial landing stage, was built in 1886 after the much-altered original had been destroyed in a storm.

I15 SHIP PIER
Rochester
TQ 7515 6804
Built in 1883 for the use of continental packet steamers this short river landing stage was taken over by the Medway Conservancy Board in 1902.

I16 TOWN PIER
Gravesend
TQ 6480 7450
Built by Gravesend Corporation in 1831-4, the pier was designed by W T Clarke and later used as a ferry terminal by the London, Tilbury and Southend Railway.
119: Whitstable harbour with modern fisherman's huts on the right and an asphalt plant in the background.

117 WELLINGTON DOCK
Cambridge Road, Dover
TR 3185 4095
The Dock was constructed in the 1840s and a Patent Slipway with steam winding engine for hauling boats out of the water was added in 1849. The side facing Limekiln Street was formerly lined with houses while opposite, on Slip Quay a series of small workshops and warehouses dating from the mid-nineteenth century still stand. The slipway, which operated until the 1980s has now been partly filled and winding house removed. The buildings on Slip Quay have been converted to shops but the entrance to a small slipway running under one of the workshops can still be seen. At the end of the dock another slipway and dockside Fairburn crane of 1868 survive.

118 DRY DOCK NO. 4
Sheerness Dockyard
TQ 9088 7533
Built in 1827 as a Naval Frigate dry dock it features original cast-iron gates with stone mooring posts and hand capstans on the dockside alongside 20th century traveling cranes.

119 HARBOUR
Whitstable
TR 1081 6700
Built in 1832 to serve primarily as a coaling port for the Canterbury and Whitstable Railway, the harbour has been extended and altered several times. A large group of coke ovens formerly stood where a modern asphalt plant now operates and many of the quay side buildings have been replaced but the structure of the original harbour is intact. A tidal reservoir, built to flush out the harbour, is now covered by a car park across the road from the harbour.

Sites 118 and 126 are within the historic dockyard complex at Sheerness, here seen from the air with the modern steel works behind.
A tidal basin was constructed on the west bank of Milton Creek near Sittingbourne and from the 1860s it served as a barge wharf for the nearby Grovehurst Brick and Tile Works and from 1925 as an import dock for wood pulp to the new Kemsley Paper Mill. A works tramway, covered conveyor belt and overhead ropeway previously connected it with the mill. Kemsley mill now uses the modern Ridham Dock further to the north on the Swale and Grovehurst Dock is now partly backfilled and built on by a water treatment works but still visible.

**I21 HARBOUR**

Folkestone

TR 2338 3591

A series of timber wharves and jetties were built from 1635 onwards but all were destroyed by storms and build up of shingle. In 1820 the Folkestone Harbour Company was set up and the present harbour was built. The Pent Stream, which formerly flowed down the town’s main street, was culverted and channelled into the harbour through an arched opening (still visible) in an attempt to flush silt out of the tidal basin. The harbour was connected to the South Eastern Railway’s main line in the 1840s, a swing bridge being built across the basin. The train service to Folkestone Harbour no longer operates but the station and harbour swing bridge still stand.

**I22 HARBOUR**

Ramsgate

TR 3845 6452

The construction of Ramsgate Harbour began in 1750 with two stone piers enclosing a tidal basin. Later improvements made to Smeaton’s designs included an inner harbour and lock gates in the 1770s and a pier extension in 1790. A customs house can also be seen on the harbour.

**I23 ADMIRALTY PIER AND MARINE STATION**

Dover Harbour

TR 3230 4000

Admiralty Pier was constructed in 1871 to protect Dover Harbour’s southern side with an artillery turret and lighthouse added by 1881. It was widened in 1902-3 and the marine station built for cross-channel ferry services. The station, the most impressive channel port marine station, is largely intact but now used as a vehicle terminal for cruise ships.

**I24 SOUTH BREAKWATER**

Dover Harbour

TR 3360 4049

Built in 1907 the breakwater encloses the area of Dover Harbour between the eastern and western docks but is not connected to either it has a lighthouse at its southern end.
125: The interior of covered slipway No.3, at Chatham Dockyard

125 COVERED SLIPWAYS
Chatham Dockyard
TQ 7590 6950
A group of large slipways in the naval dockyard covered by substantial sheds. No.3, the southern most of the group, was constructed of timber in 1837 but the slipway itself has been floored over. The central group are covered in all metal sheds dating from 1848 while No.5, at the northern end of the group, was built in 1853-5.

126 NEW BOAT STORE
Sheerness Dockyard
TQ 9087 7529
Designed by Colonel GT Greene in 1857-8 to store boats on a system of shelves, the boat store, which forms part of the former Royal Naval Dockyard, has claims to being the first multi-storey fully iron framed building in the country.

127 TIMEBALL TOWER
Deal
TR 3770 5260
An Admiralty semaphore signaling station of 1812 converted to a timeball tower in 1855 it provided a one p.m. signal to ships the time for which was issued from the Royal Observatory at Greenwich by electric telegraph signal. Now open to the public the tower contains an exhibition about the building and Admiralty telegraphy in general.
I28 OLD LIGHTHOUSES
Dungeness
TR 0887 1687
Coastguard cottages at the site are the base of the 1792 lighthouse which became the first to be powered by arc lamps in the 1860s. Adjacent is the replacement lighthouse of 1902, now open to the public.

I29 NEW LIGHTHOUSE
Dungeness
TR 0926 1688
Built of pre-cast concrete ring sections in 1961 the new lighthouse has a fog horn built into the tower a light range of 25 miles and a distinctive spiral entrance ramp.

I30 LIGHTHOUSE
North Foreland
TR 3986 6962
Built in 1732 the lighthouse was altered in 1790 and again a century later.

I31 LIGHTHOUSE
South Foreland
TR 3590 4331
A lighthouse of 1843 on the site of an earlier one of 1793 it was the first to have a permanent electric light and was used, soon after construction, by Marconi for his first experiments in radio navigation. The property is now owned by the National Trust.

I32 NAVIGATION LIGHT
Shornmead
TQ 6979 7512
A small steel unmanned navigation light on the Thames built in the 1920s and positioned with good lines of sight up and down the river.

I33 BARGE HULKS
Conyer Brickworks, Conyer
TQ 9620 6566
The hulk of an unidentified spritsail sailing barge can be seen beside the former brickworks quay at the mouth of Conyer Creek. The remains of other barges can also be seen at low tide on the creek where many were hulked.

I34 BARGE HULK
Cliffe Fort, Cliffe
TQ 7068 7658
The substantial remains of an unidentified spritsail sailing barge can be seen on the shore beside Cliffe Fort. This may be the remains of the Marianna, built in 1859 or the Commdale, converted from a ketch in 1887, both of which were hulked in the area.

I35 BARGE BUILDING YARD
Cuxton
TQ 7133 6656
The site of a small barge building yard that operated in the mid and late nineteenth century and built racing barges in 1861 and 1888. A brick building presently part of a modern works may have been part of the yard.

I36 POLLOCK’S BOAT YARD
Faversham
TQ 0195 6201
The site of Pollock’s yard on the western side of Faversham Creek, opposite Standard Quay, specialised in concrete and steel construction, including the building of schooner rigged barges during the First World War. Now used as a scrap yard the wharf and some brick buildings can still be seen.
I37 BARGE YARD
Standard Quay, Faversham
TQ 0197 6191
Barges were being built at Standard Quay from at least the 1820s by Joseph Pritchard and later John Goldfinch. Although barge building declined in the 1920s repair work still goes on and the barge Westmoreland lies adjacent to the remains of the yard’s slipway.

I38 DOLPHIN BARGE YARD
Sittingbourne
TQ 9121 6428
A barge repair yard run by local brick makers Smeed Dean until the 1880s when Charles Burley took it over until 1965. A two storey timber building containing a sail loft is preserved as a museum and several barges are moored on the quay.

I39 HOLLOW SHORE BOAT YARD
Oare Creek, near Faversham
TQ 0170 6363
A barge building yard operating from at least 1854 when John Usher operated it. The yard still repairs boats on a covered slipway.

I40 CRESCENT SHIP YARD
Frindsbury, near Strood
TQ 7450 6940
The possible site of a Napoleonic Warship yard by the 1840s Curley’s Lower barge yard was operating but the last wooden sailing barge was built here in 1928. Now used as a ship repair yard.
Kent’s railways have been studied in some depth and although many of the major stations have been altered considerably smaller rural ones often survive well, sometimes with level crossings and bridges intact. Several branch lines closed in the 1950s and '60s (and as recently as 1987 for the East Kent Light Railway) and much of these routes can still be seen, some with stations adapted for other uses. Although a good deal of study has also been undertaken of Kent’s passenger tram systems, survival rates are mixed. Most of the large depots have been demolished but a good number of smaller buildings remain. Little work has been done to identify surviving standards and brackets. The majority of Kent’s turnpike roads are still in use and although some have been modernised the Wealden routes especially follow the original lines. Despite this a good many tollhouses have been lost and no systematic survey of them, milestones or bridges relating to turnpike development has been undertaken. Several fine coaching inns survive as do road houses of the early motoring age, although the routes they served have often undergone improvements that have resulted in their decline or demolition.

**J1 RAILWAY STATION**
Snodland
TQ 7066 6186
Built in 1856 as the South Eastern Railway’s Strood to Paddock Wood line with platform canopy and adjacent goods shed.

**J2 RAILWAY STATION**
Gravesend
TQ 6460 7400
Built in 1849 in brick with a hipped slate roof the single-storey building has an extension to one side with four cast-iron columns fronting it.

**J3 WEST RAILWAY STATION**
Tunbridge Wells
TQ5793 3842
Built in the early 1880s by the London, Brighton and South Coast Railway Tunbridge Wells West Station is a two storey, long, low building with large clock tower at one end. Now converted to a supermarket.

**J4 WEST RAILWAY STATION**
Canterbury
TR 1455 5843
Built in 1846 by the South Eastern Railway at the site of the Canterbury and Whitstable terminus the station has a classical portico entrance.

**J5 PRIORY STATION**
Dover
TR 3136 4146
Opened in 1860 and extended in 1932 the station consists of a brick platform shed with a station building along one side. The contemporary Priory Hotel was built opposite the station.
The main entrance to Margate railway station

courtesy of Kent County Council

**J6 RAILWAY STATION**
Tenterden
TQ 8820 3350
Built on the Kent and East Sussex Railway in 1900 it closed in 1954. Typical of the small rural stations built on Colonel Stephen’s lines, usually of timber and corrugated iron.

**J7 RAILWAY STATION**
New Romney
TQ 0740 2490
The main station on the Romney, Hythe and Dymchurch Railway, a miniature railway built in 1927-29 for holiday makers though used for munitions during the Second World War. The line still operates from New Romney to Hythe.

**J8 RAILWAY STATION**
Margate
TR 3471 7050
A new station built in the 1920s on the formation of the South Eastern Railway an imposing classical facade fronts the ornate booking hall with passenger platforms behind and goods platforms off to the right.

**J9 RAILWAY STATION**
East Farleigh
TQ 7349 5362
A typical small station on the Maidstone West to Paddock Wood line the modest single storey timber station house has matching level crossing gates and a later steel lattice footbridge, typical of those installed all over the South Eastern Railway network.

**J10 RAILWAY STATION**
Pluckley
TQ 9223 4328
A simple single storey timber rural station built in 1842 on the Ashford to Tonbridge line, the adjacent coal yard is also still operating with original buildings and bunkers.

**J11 FOORD VIADUCT**
Folkestone
TR 2274 3642
A substantial brick railway viaduct of 1842 on the Ashford to Dover line constructed by Chief Engineer William Cubitt.

**J12 RAIL AND ROAD BRIDGE**
Kingsferry, Sheppey
TQ 9145 6935
A lift bridge to Sheppey built in 1860 for a single rail track and roadway by the South Eastern Railway was replaced by a larger lift bridge in 1960 with lifting mechanism set into concrete towers.

**J13 RAILWAY BRIDGE**
Leigh, near Tonbridge
The original timber bridge, built in 1841 to carry the South Eastern Railway over the Medway collapsed in 1846 and was replaced with the present structure.

**J14 RAIL AND ROAD BRIDGE**
Richborough
TR 3340 6116
A bridge carrying the former East Kent Light Railway over the Stonar Cut, a short canal on the River Stour. The rail bridge is a steel beam bridge of 1911 with a modern road bridge adjacent but both are set on earlier brick abutments.

**J15 TYLER HILL TUNNEL**
Canterbury
TR 1400 6019
In the grounds of Kent University is a tunnel on the former Canterbury and Whitstable Railway.

**J16 TRAM DEPOT**
Folkestone Road, Dover
TR 3037 4085
A small tram depot of 1897 with a workshop area adjoining and later offices to one side.

**J17: Pluckley station: a typical timber-built small rural station**
**J17 TRAM DEPOT**  
Dover Road, Northfleet  
TQ 6350 7353  
Built in 1901 for the Gravesend tram system the depot was used for busses until 1935. The original workshops survive beside a modern shed.

**J18 TRAM DEPOT**  
Tonbridge Road, Maidstone  
TQ 7373 5510  
Built near the end of the Barming route on Maidstone's tram system in 1904 a brick tram shed with later offices and a paint shop of 1920. Now a garage.

**J19 TRAM DEPOT AND STABLES**  
Red Lion Square, Hythe  
TR 1512 3637  
Depot of the horse drawn single decker sea front tram service operating from 1891. The tram shed, which had a fully glazed gable end to allow display of the cars, is now a restaurant. The large stables, workshops and offices behind it are now flats but a sign for the South Eastern Railway (who took over the line) can still be seen on the wall behind the shed.

**J20 TRAM DEPOT AND POWER STATION**  
Halfway houses, Sheppey  
TQ 9315 7345  
The depot and power station for the Sheerness tram system were built in 1902. The depot was used for busses from 1917 and was largely demolished in 1937. A range of workshops and steel framed sheds can still be seen.

**J21 TRAM SHED**  
Canterbury Road, Margate  
TR 3382 7004  
A small tram shed on the Isle of Thanet line built in 1901 and now used as an electricity sub-station.

**J22 TRAM DEPOT AND POWER STATION**  
Westover Road, St. Peter's  
TR 3806 6899  
The Isle of Thanet tram system's main depot and power station built in 1900. Large tram sheds still exist, one extended for a paint shop, with offices/workshops for the demolished power station opposite.

**J23 HOSPITAL TRAMWAY**  
Joyce Green Hospital, Dartford  
TQ 5475 7609  
Tram car sheds and stables for a horse-drawn tram system formerly connecting Joyce Green and Orchard Hospitals and the Thames from 1897.
J25: Former tramway depot, Buckland Bridge, Dover

**J24 TRAM SHELTER**
Elm Vale Road, Dover
TR 3069 4017
A cast-iron tram shelter with coloured glass panels on Dover’s former Maxton tram route built in the 1920s and recently restored.

**J25 TRAM DEPOT**
Buckland Bridge, Dover
TR 3062 4279
A large brick depot shed built in 1897 which became a toy factory in the 1950s and is now a car showroom.

**J26 CLIFF LIFT**
Broadstairs
TR 3970 6780
An electrically powered single track lift from Albion Street down to Viking Bay installed by the Otis Company in 1911 and presently disused.

**J27 CLIFF LIFT**
Ramsgate
TR 3854 6483
A lift built in 1911, now restored to working order.

**J28 CLIFF RAILWAY**
Folkestone
TR 2240 3550
A four track railway built in 1885 and extended in 1890 powered by the water balance method.

**J29 CLIFF RAILWAY**
Folkestone
TR 2160 3530
Railway of the Metropole Hotel, the tracks have been lifted but the route up the cliff can be seen.

**J30 CLIFF RAILWAY**
Sandgate
TR 2100 3540
A disused cliff railway, the route of the tracks can still be seen ascending Sandgate Hill.

**J31 ROAD BRIDGE**
Rochester
TQ 7410 6890
Rochester Bridge across the Medway was built by Fox Henderson to designs of William Cubitt in 1850-56 to replace the medieval bridge. The western span was originally a swing bridge but the winding mechanism has been removed and the bridge modified in 1912-14 with arches moved from underneath to support the deck.

**J32 ROAD BRIDGE**
Aylesford
TQ 7290 5890
A fourteenth century stone bridge over the Medway, the center arch of which was enlarged in the nineteenth century.
J34: A standard road bridge built by the South Eastern Railway at Pluckley.

**J33 MOTORWAY BRIDGE**
Rochester
TQ 7235 6700
A concrete bridge built in 1963 by Freeman, Fox and Partners which, at the time it was constructed, contained the longest pre-stressed span in the world.

**J34 ROAD BRIDGE**
Pluckley
TQ 9221 4328
A typical brick arched bridge on the South Eastern Railway’s line to Ashford built in 1842 carrying the road between Pluckley and Bishopsden over the line.

**J35 ROAD BRIDGE**
Edenbridge
TQ 4444 4597
A single arched stone bridge carrying Edenbridge High Street over the River Eden it was built as a toll bridge in 1836. The parapets terminate in large round pillars fitted with lamps (modern replacements) and there is a mounting for a sundial in the center of one parapet.

**J36 ROAD BRIDGE**
Radnor Bridge Road, Folkestone
TR 2335 3636
A brick segmental arched bridge with ashlar-style render built in 1848 to carry a road over the Folkestone Harbour railway line.

**J37 ROAD BRIDGE**
Sandwich
TR 3320 5830
A stone toll bridge across the Stour built in 1773 with a central swinging section inserted in 1892.

**J38 ROAD BRIDGE**
Godmersham
TQ 0627 5039
A triple arched brick bridge taking the Canterbury to Ashford road over the River Stour by Godmersham Park built in 1842.

**J39 ROAD BRIDGE**
Bridge Village
TR 1826 5424
An eighteenth century bridge on the Canterbury to Dover Turnpike Road.

**J40 ROAD BRIDGE**
Farningham
TQ 5510 6729
An arched reinforced concrete bridge with cast concrete balustrade built in 1927 to carry the new A20 bypass around Farningham over the River Darent.
J38: A picturesque setting for the Ashford to Canterbury Road to bridge the River Stour at Godmersham.

J41 ROAD BRIDGE
Maidstone
TQ 7577 5555
Replacing a medieval bridge that had become unsafe Sir Joseph Bazalgette designed a three arched stone bridge to cross the Medway at Maidstone. The new bridge was opened in 1879.

J42 FOOT BRIDGE
Dartford Creek
TQ 5435 7462
A small bascule-type bridge of steel construction and probably early 20th century date carrying a footpath over Dartford Creek.

J43 FOOT BRIDGE
Tovil, near Maidstone
TQ 7519 5485
A cast iron lattice work footbridge of 1872 survives across the River Medway next to the piers of the dismantled railway bridge that formerly carried the Tovil papermills’ branchline that was built in 1886.

J44 PROSPECT INN
Mount Pleasant, Isle of Thanet
TR 3100 6573
Built in the International modernist style in 1939 to the design of Oliver Hill, the circular bar and two-storey residential unit provided for motor travelers on the A253 to Ramsgate.

J45 THE ROMAN GALLEY
Near Reculver
TR 2258 6773
A substantial red brick pub built with accommodation for travelers on the then-new A253 road to Ramsgate in a classical style in the 1930s.

J46 THE SWAN HOTEL
High Street, Hythe
TR 1605 3479
A large eighteenth century coaching inn with a Victorian pub added to the ground-floor at one end and a milestone built into the front wall.

J47 ROYAL VICTORIA AND BULL INN
High Street, Dartford
TQ 5411 7403
Coaching inn of 1703 on the former London to
Canterbury road with a large coach entrance to a galleried courtyard behind.

**J48 ROYAL VICTORIA AND BULL HOTEL**  
High Street, Rochester  
TQ 7418 6871  
A late eighteenth century coaching inn on the former London to Canterbury road. It has a central coach entrance to a yard behind and has been extended in the nineteenth century.

**J49 TOLLHOUSE**  
Womenswold  
TR 2277 4861  
A single storey tollhouse with later extension, on the A2 Canterbury to Dover road.

**J50 TOLLHOUSE**  
Bapchild  
TQ 9281 6314  
A single storey tollhouse on the A2 Rochester to Canterbury road.
J51 MILESTONE  
Goudhurst  
TQ 723 396  
An eighteenth century stone with mid-nineteenth century iron plate on the east side of the B2079 Maidstone to Marden road of the Goudhurst, Gore and Stilebridge Turnpike, established in 1765.

J52 MILESTONE  
Teynham  
TQ 9404 6285  
A concrete replacement stone with original cast iron plates on the A2 Canterbury to London road.

J53 MILESTONE  
West Malling  
TQ 6835 5820  
A triangular section stone with cast iron plate on the A20 London to Maidstone road.

J54 MILESTONE  
East Malling  
TQ 6943 5826  
A triangular section stone with cast iron plate on the A20 London to Maidstone road.

J55 MILESTONE  
Wateringbury  
TQ 6879 5361  
A small triangular section stone with a surveyor’s ‘bench mark’ on the top and front side defaced where plate would have been on the A26 Maidstone to Tonbridge road.

J56 MILESTONE  
Mereworth  
TQ 6656 5494  
A triangular section stone with cast iron plate including the maker’s name (Ransome of Ipswich) on the east side of the A228 Strood to Tonbridge road.

J57 ROCHESTER AIRPORT  
Rochester  
TQ 7450 6500  
The airfield was laid out in 1933-34 and initially projected as a new London airport. Hangars at the north end of the site were used by Short Brothers for assembly of Stirling bombers. GEC Marconi Avionics now have a factory on the site.

J58 AIRCRAFT HANGARS  
Eastchurch Open Prison, Sheppey  
TQ 9800 6970  
Some early aircraft hangers, now used as hay stores on the open prison farm, are said to be those used by Short Brothers at their pioneering Leysdown airfield before the move to Rochester in 1910.
K1 WELLCOME PHARMACEUTICAL FACTORY
Temple Hill, Dartford
TQ 5462 7469
Established as Burroughs Wellcome & Co. in 1889 and still operating as Glaxo Wellcome, a large pharmaceutical factory complex on Dartford Creek which contains some early structures among the post-Second World War buildings.

K2 CHEMICAL WORKS
Rushenden, Queenborough
TQ 9087 7200
Established by the Stevens Chemical Manure Co. in the 1880s, by 1900 a three-chamber process was used to create sulphuric acid for use in making superphosphate fertilisers. The works continue to manufacture fertilisers and some old buildings are still present.

K3 CHEMICAL WORKS
West Street, Queenborough
TQ 9071 7207
Probably the site of Mathias Falconer's sixteenth century copperas works, Josiah Hall operated copperas beds here in 1847. In 1882 the site was purchased by the Stevens Chemical Manure Co. who closed it in 1886. The site is presently in use as a boat repair yard but some standing buildings appear to date from its earlier use.
K4 PRINT WORKS
Park Street, Ashford
TR 0111 4286
Headley Brothers established a new, purpose-built print works in Park Street, Ashford in 1892. The substantial red-brick building had presses on the ground-floor and compositing room above.

K5 BUILDER'S YARD
Brewer Street, Maidstone
TQ 7610 5611
Dating from the 1880s a three storey brick house is built over a cart entrance to a builder’s yard behind. The yard has a carpenter’s shop built along one side which still includes parts of a circular saw bench and line shafting for powered tools. The yard is now used as a small shopping center.

K6 BUILDER'S YARD
Church Street, Edenbridge
TQ 4445 4609
A small yard off Edenbridge High Street to the rear of 4 Church Street formerly operated by the Goodwin family builder’s firm dating back to at least the 1870s. The two storey workshops still survive (the ground floor now converted to a house) with characteristic long windows on the top floor and a walkway connecting it to the house.

K7 WESTMINSTER MILL
Horton Kirby
TQ 5601 6844
A former water powered corn mill of nineteenth century date became part of a woolen weaving factory in the 1930s with a series of saw tooth roofed weaving sheds built beside it. The mill’s weir is next to the mill with the remains of a hydro-electric turbine in place and a worker’s air raid shelter from World War Two is beside the weaving sheds.

K8 GOODS WAREHOUSE
Canterbury
TR 1462 5845
A large and ornate late nineteenth century warehouse formerly owned by Pickford’s situated opposite Canterbury West Station with a small meat smoking house adjacent.

K9 WAREHOUSING
Standard Quay, Faversham
TR 0197 6193
Timber and brick warehouses and granaries of sixteenth century date, now in use as garden and feed stores.

K10 FISHERMEN'S COTTAGES
Dungeness
TR 0910 1700
A group of small single-storey weather-boarded
K1: The workers' bath house, Ashford New Town

K12: The workers' bath house, Ashford New Town
fishermen's cottages can be seen near the shore at Dungeness, where a small fleet still operates from the beach. Boats are handled up onto the shingle by diesel-powered winches though several hand-cranked examples can still be seen.

K11 CORNER HOUSE
Lower Road, Faversham
TR 0039 6114
A worker's house associated with Ospringe gun-powder mills, this two-storey red brick house was built in 1888.

K12 NEW TOWN
Ashford
TR 0173 4151
A railway workers' model village designed by Samuel Beazley for the South Eastern Railway, the first houses being built in 1847. Although much of the village has been redeveloped the workers' bath house, flanked by the pub and post office, can still be seen on New Town Road.

K13 COLLIERY VILLAGE
Betteshanger
TR 3378 5294
A planned colliery village, built adjacent to the colliery, opened in 1924. Based on a single circular road, pairs of semi-detached houses face inwards onto the road with the colliery entrance, miners' social club and pit-head baths forming one side of the circle.

K14 COLLIERY TOWN
Aylesham
TR 2366 5215
A new town built to provide accommodation for workers at Snowdown colliery from 1927 onwards. The initial 240 houses were built around a curving street layout with a High School to one side and were of five basic types in a mixture of brick and concrete construction.

K15 WORKERS' HOUSING
Stanley Road, Queenborough
TQ 9150 7196
Housing built in the early years of the 20th century by the Queenborough Pottery for its workers. Three blocks of six houses plus a single block of four units are placed on each side of the street, with additional six-house blocks at the ends.

K13: Betteshanger colliery in the 1970s showing the proximity of the miners' housing
courtesy of Kent County Council
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F8: The machine room at UK Paper's Kemsley Mill, Sittingbourne, see page 33

courtesy of Kent County Council
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Except where noted in the text all photographs are from the author's collection.